

SUBTITLE 40.3 DESIGN STANDARDS

40.310 SIGNS

40.310.010 SIGN STANDARDS

- A. Purpose. The purpose of this section is to add sign requirements common to the several zoning districts for the preservation of the character of the areas, structures, and uses; the needs of residential, commercial, industrial and agricultural potential; the need for healthful, safe, and convenient use of all lands, and the conservation and promulgation of values and resources. These requirements include, but are not limited to, standards relating to the number, size, placement and physical characteristics of signs. In addition, the purpose of this section is to provide an effective administrative process for the review and enforcement of these standards to protect and improve the aesthetic quality of the community.
- B. Scope. The signage covered under this section includes, but is not limited to: all commercial signs, and wall graphics; professional and business signs; home business and home occupation signs; banners, balloons, flags and other temporary signage. It is not intended to regulate traffic signs or other governmental street signs, doorway identification nameplates, holiday decorations, informational signs pursuant to Chapter 13.20, temporary interior window signage or memorial signs. Also, it is not intended to regulate signage which is not visible from adjacent properties or from public rights-of-way. Further, it is not intended to regulate the display of the national or state flag.
- C. Definitions. The following definitions and terms shall be used in the interpretation of this section:

Banner	"Banner" means an on-site sign such as those used to announce an open house, a grand opening, or to make a special announcement. Normally, it is constructed of cloth, canvas, or similar material and is without a rigid frame. It will be considered either as a fascia or freestanding sign, depending on the method of attachments, and will have to comply with the normal zone requirements.
Billboard	"Billboard" shall mean the same as "off-premises sign." See definition of "off-premises sign."
Business Complex	"Business complex" means two (2) or more commercial businesses on a lot or abutting lots with common access and parking.
Business Complex Sign	"Business complex sign" means a sign which is designed to identify a business complex where no single business identification and/or advertisement occupies more than fifty percent (50%) of the sign area.
Directional Sign	"Directional sign" means any sign which is designed and erected solely for the purpose of traffic or pedestrian direction, and which is placed on the property to which the public is directed. See also "off-premises directional sign."
Doorway Identification Sign.	"Doorway identification sign" means a non-illuminated sign which is limited to the name, address, and number of the building, institution, or person and to the activity carried on in the building or institution, or the occupancy of the person; provided, that the lettering, excluding numbers, of each sign shall not exceed two (2) square feet.
Electronic Message Center	"Electronic message center" means a sign on which the copy changes automatically on a lampbank or through mechanical means, such as electrical or electronic time and temperature units.

Fascia Sign	"Fascia sign" means a flat sign which projects one and one-half (1 1/2) feet or less horizontally from the vertical face of the wall of a building, or vertical face of a canopy awning or parapet upon which it is affixed, painted, or attached, running parallel for its whole length to the face or wall of the building and which does not extend beyond the horizontal width of such wall, awning or parapet.
Freestanding Sign	"Freestanding sign" means a sign not attached to or forming a part of a building.
Height of Sign	"Height of sign" means the vertical distance measured from grade at the point of support, or average grade for multiple supports and monument signs, to the highest point on the sign and sign structure
Industrial Complex	"Industrial complex" means two (2) or more industrial businesses on a lot or abutting lots with common access and parking.
Industrial Complex Sign	"Industrial complex sign" means a sign which is designed to identify an industrial complex where no single business identification and advertisement occupies more than fifty percent (50%) of the sign.
Monument Sign	"Monument sign" means a sign and supporting structure which has similar top and bottom dimensions and is constructed as a solid structure or one which gives the appearance of a continuous, non-hollow, unbroken, unfenestrated mass. Further, similar top and bottom dimensions shall mean dimensions which are within ten percent (10%) of each other.
Nonconforming Sign	"Nonconforming sign" means a sign which was erected legally but which does not comply with currently applicable sign restrictions and regulations; provided, a sign which does not conform to the currently applicable sign code requirements, but for which a variance or conditional use permit was issued, shall not be considered a nonconforming sign.
Off-Premises Sign	"Off-premises sign" means a sign that advertises products, services or facilities or directs persons to a premises different from where the sign is installed.
Off-Premises Directional Sign	"Off-premises directional sign" means a sign which directs persons to a premises different from where the sign is located. These signs typically include an address or street name or direction such as "...two blocks north on the right."
On-Premises Sign	"On-premises sign" means a sign which carries only advertisements strictly related to a lawful use of the premises on which it is located, including signs or sign devices indicating the business transacted, services rendered, goods sold or produced on the premises, name of the business, and name of the person, firm or corporation occupying the premises. "On-premises sign" also means a sign which contains religious, political, social and other noncommercial messages.
Portable Sign	"Portable sign" means any sign designed to move or be moved by trailer or vehicle to advertise at different locations. Further, these signs include any sign which is not firmly fastened to a building or the ground.
Premises	<p>"Premises" for the purposes of this section, means one of the following:</p> <ul style="list-style-type: none"> a. A legal lot; or b. A combination of contiguous legal lots under one ownership; or c. A group of legal lots with common access, parking and signage. <p>If more than one (1) definition of "premises" can be applied to a group of lots, the choice of which definition applies shall be the owner(s) of the lots or the applicant for a sign permit representing the owner(s); provided, only one (1) definition may be applied at one (1) time to a group of lots; and provided further, all signs within the premises or subsequent revision to the premises, shall comply with the provisions of the sign code.</p>
Projecting Sign	"Projecting sign" means a sign which projects more than one and one-half (1 1/2) feet horizontally from the vertical face of a building, awning, canopy or parapet.

Rooftop Sign	"Rooftop sign" means a sign erected upon the roof of a building or canopy, or a sign attached to a building which projects vertically above the roof, eave, awning or parapet; however, this does not include signs attached to the vertical face of a parapet, awning or canopy; provided, the sign does not project above the vertical face of the parapet, awning or canopy to which it is attached.
Rotating Sign	"Rotating sign" means a sign in which the sign itself or any portion of the sign moves in a revolving or similar manner
Sign	"Sign" means a display or device affixed to the ground, attached to a building, or other structure using graphics, symbols, and/or written copy designed specifically for the display of a commercial or other advertisement to the public.
Sign Area	<ol style="list-style-type: none"> a. The area of a freestanding sign or structure not using an integral part of the building for its background means the largest cross-sectional area of the sign measured to a line encompassing all portions of the sign structure, including tubing used in lighting such sign or structure, but excluding posts without attached lighting. Further, the base on which a monument-type sign is set may be excluded; provided, there is no attached lighting. b. The area of a double-faced sign (i.e., a sign painted on two (2) sides, or signs which are erected in a "V" configuration with an angle between the two (2) faces not exceeding thirty (30) degrees, shall be the largest area on one (1) side of the sign. Further, these types of signs shall be considered one (1) sign for the purpose of determining the number of signs allowed. c. The area of any sign or structure using an integral part of the building or awning as a background means the area within the shortest line drawn to include all letters, design and tubing which are a part of the sign or structure; provided, that for illuminated awnings the area shall be limited to the area within the shortest line drawn to include all copy and graphics, excluding illuminated areas outside of these lines.
Street Frontage	"Street frontage" means the linear frontage of a parcel of property abutting a single public street.
Temporary Sign	"Temporary sign" means any sign which is not permanently installed or affixed to any sign structure or building, and not displayed for longer than thirty (30) days. In case of construction project signs, they may be maintained for the duration of the construction. Temporary signs shall also include balloons attached to buildings or property.

- D. Signs prohibited. Erection or maintenance of signs having any of the following characteristics is prohibited in Clark County:
1. Signs which bear or contain statements, words or pictures of an obscene nature;
 2. Signs advertising activities that are illegal under state or federal laws or regulations in effect at the location of such signs or at the locations of such activities;
 3. A sign which does not bear the names of the owner or person responsible for the maintenance of the advertising sign;
 4. Signs artificially illuminated which are of such intensity or placed in such manner as to interfere with, or impair the vision of the driver of a motor vehicle, or otherwise interfere with any driver's operation of a motor vehicle;
 5. Signs which attempt or appear to attempt to direct the movement of traffic by interfering with, imitating or resembling any official traffic sign, signal or device;
 6. Signs which prevent the driver of a vehicle from having a clear and unobstructed view of official signs and approaching or merging traffic as defined in Section 40.350.030(B)(8);
 7. Signs which exceed a height of thirty-five (35) feet, except as authorized under Section 40.310.010(G). Signs authorized by the district standards under subsection 40.310.010(F)(3) and Tables 40.310.010-2 through 40.310.010-6 shall comply with the height restrictions contained therein;
 8. Signs located or projecting within the county right-of-way unless a written street use permit has been obtained;
 9. Rooftop and rotating signs;

10. Portable signs, temporary signs, flags and banners unless a temporary sign permit has been approved by the responsible official;
 11. Signs containing strobe lights which are visible from beyond the property line;
 12. Any sign not specifically permitted by this section, excluding those signs identified in the scope of this chapter;
 13. Signs which contain flashing lights which exceed more than ten percent (10%) of the area of the sign;
 14. Off-premises signs (billboards), except for off-premises directional signs as allowed under Table 40.310.010-1 of this section.
- E. Sign Permits Required. Sign permits pursuant to Section 40.520.050 are required for all signs which are authorized under Sections 40.310.010(F)(3), 40.310.010(G) and 40.310.010(I) except those provided in Table 40.310.010-2 and provisions for real estate signs and agricultural signs in Table 40.310.010-3 through Table 40.310.010-6.
- F. Requirements for Signs – General and by Zoning Districts.
1. Temporary Signs in Certain Commercial Zones. (CL, CH, CR-1, CR-2, C-2, C-3, BP, and A zones)
 - a. A permit for temporary sign(s) and/or banner(s) for a grand opening or other special event may be approved by the responsible official. The temporary sign permit shall be subject to the following conditions:
 - b. The permit shall be for a maximum thirty- (30) day period.
 - (1) No more than two (2) temporary permits shall be issued to a business per year.
 - (2) A cash or surety bond in the amount of one thousand dollars (\$1,000) or other assurances may be required from the responsible official to insure the removal of the temporary sign(s) at the end of the above stated period.
 - (3) The cash or surety bond shall be forfeited if (all) the temporary sign(s) is (are) not removed at above stated required time.
 - (4) Forfeiture of the cash or surety bond shall not relieve the permittee from compliance with the removal of the sign(s).
 2. The standards for signs unrestricted by zoning district are located in Table 40.310.010-1.

Table 40.310.010-1. General Sign Standards for All Zoning Districts			
Sign Type	Number of Signs Allowed on Premises	Maximum Area	Maximum Height
Temporary Real Estate¹	1 sign at each entrance of officially recorded plat	32 square feet per sign	None
Permanent gate or entrance structure sign²	2 signs	32 square feet per sign	None
Restricting Use of Property³	Unlimited along boundary	2 square feet per sign	None
	1 sign at tract entrance	16 square feet for entrance sign	
Institutional⁴	No maximum number, but signs must identify the type of institution or related buildings	128 square feet per sign	None
	1 Bulletin Board	32 square feet	
Entrance/Exit/Parking/Traffic Identifying⁵	Unrestricted	8 square feet	8 feet
Temporary General (must get temporary permit)⁶	Unrestricted	32 square feet	None

Table 40.310.010-1. General Sign Standards for All Zoning Districts			
Sign Type	Number of Signs Allowed on Premises	Maximum Area	Maximum Height
Off-Premises Directional (by conditional use) ⁷	Unrestricted (Needs footnote)	32 square feet	None
Construction Site Temporary ⁸	1 sign	32 square feet	None
On premises directional ⁹	Unrestricted	32 square feet	8 feet

¹For the purpose of advertising a real estate subdivision.

²For the purpose of advertising a subdivision, range, estate, or farm.

³For the purpose of restricting the use of property.

⁴For the purpose of identifying, or giving information pertaining to a public or semi-public institution.

⁵For the purpose of identifying the entrance, exit, traffic direction, and parking facilities of public or private property in premises.

⁶For the purpose of endorsing political candidates, ballot propositions, advertising fairs, rodeos, or similar temporary activities.

⁷For the purpose of giving directions, off premises signs may be permitted subject to a conditional use permit specifying size, location and design.

⁸For the purpose of identifying the architect, engineer or contractor of work under construction.

⁹For the purpose of informing and directing traffic.

3. Additional standards for signs restricted by land use district.
 - a. Single Family Residential Districts. Additional standards for signs in Single Family Residential districts are located in Table 40.310.010-2. These standards apply to the following land use districts: R1-5, R1-6, R1-7.5, R1-10, and R1-20.
 - b. Multi-Family Residential and Office Residential Zones. Additional standards for signs in Multi-family Residential and Office Residential districts are located in Table 40.310.010-3. These standards apply to the following land use districts: R-12, R-18, R-22, R-30, R-43, OR-15, OR-18, OR-22, OR-30 OR-43, MU, U, and OC.
 - c. Commercial Districts. Additional standards for signs in Commercial districts are located in Table 40.310.010-4. These standards apply to the following land use districts: CL, CH, CR-1, CR-2, C-2, and C-3.
 - d. Industrial Districts. Additional standards for signs in Industrial districts are located in Table 40.310.010-5. These standards apply to the following land use districts: ML and MH.
 - e. Rural and Resource Districts. Additional standards for signs in Rural and Resource districts are located in Table 40.310.010-6. These standards apply to the following land use districts: AG-20, FR-40, FR-80, AG-WL, R-5, R-10, R-20, RC-1, and RC-2.5.

Table 40.310.010-2. Additional Sign Standards for Single Family Residential Districts				
Sign Type/Use	Number of Signs Allowed on Premises	Maximum Area	Height	Lighting
Home Occupation,¹ Temporary Tract Office, or Model Home	1 per home occupation	2 square feet per sign	Maximum 6 feet	Not allowed
On Premises Freestanding²	1 per street frontage, with 50 square feet minimum spacing between signs	32 square feet total	15 feet	Allowed, with restrictions ³
Fascia²	1 per building side	32 square feet total	None	
Business Complex Freestanding²	1 per frontage	32 square feet total and limited to 2 square feet per tenant and 16 square feet for Complex identification	20 feet	
Real Estate Signs⁴	Bldg. Street frontage < 120 lineal feet, 1 sign	6 square feet per sign	None	None allowed
	Bldg. Street frontage 120-1320 lineal feet 1 sign	(.05 feet) * (lineal frontage) or a maximum of 32 square feet		
	Bldg. Street frontage > 1320 lineal feet 1 sign per 660 lineal feet of frontage	32 square feet with minimum of 500 lineal feet spacing between signs		

¹No additional permit is needed if the sign is part of the home occupation application.

²Applies to conditional uses only.

³No direct or exposed lighting, such as neon tubes. Internally illuminated sign must have a translucent background and the illuminated portion may not exceed 50% of sign face area. For Business Complex signs, only the portion identifying the complex may be illuminated.

⁴Real Estate signs are for the purpose of advertising a particular lot, building or premises for sale, lease or hire. All real estate signs are temporary.

Table 40.310.010-3. Additional Sign Standards for Multi-family Residential, Office Residential Districts, Mixed Use, Office Campus and University District				
Sign Type/Use	Number of Signs Allowed on Premises	Maximum Area	Height	Lighting ³
On-premises Freestanding	1 per street frontage ¹	16 square feet ²	Maximum 15 feet	No additional restrictions
On-premises fascia	1 per side of building	32 square feet	No height restrictions	No additional restrictions
Business Complex - Freestanding ⁴	1 per street frontage	2 square feet/business or professional tenant, for tenant identification, and 16 SF for business complex identification. Total maximum cumulative sign area, thirty-two (32) square feet	Maximum 20 feet	Only that portion of the sign identifying the complex shall be illuminated
Real Estate Signs ⁵	Bldg. Street frontage < 120 lineal feet, 1 sign	6 square feet per sign	None	None
	Bldg. Street frontage 120-1320 lineal feet 1 sign	(.05 feet) * (lineal frontage) or a maximum of 32 square feet		
	Bldg. Street frontage > 1320 lineal feet 1 sign per 660 lineal feet of frontage	32 square feet with minimum of 500 lineal feet spacing between signs		
Allowed Combination of Sign Types	<ul style="list-style-type: none">There shall be no combinations of permanent sign types on a single street frontage, e.g. a fascia sign facing the street will preclude the use of a freestanding sign on that street.The use of a business complex sign shall prohibit the use of any other type of freestanding sign, i.e. for a corner lot a business complex sign on one street will require the sign on the other street to also be a business complex sign.			

¹ Provided, that the minimum spacing between signs shall be 50 feet.

² Signs for conditional uses such as churches, mini-storage, medical offices, private schools, day care, and residential care facilities; however, excluding conditional uses for multi-family dwellings over two (2) stories and thirty-five (35) feet in height, shall have an allowable area of thirty-two (32) square feet for both freestanding and fascia signs. Provided, that all other applicable requirements for height, number of signs, type, combinations, and lighting in this subsection shall be met.

³ No direct lighting such as exposed lighting or exposed neon tubes shall be used as a light source. For internally illuminated signs, the background shall be translucent, and the illuminated portion of the sign face must not exceed fifty percent (50%) of the sign face area.

⁴ Only monument type freestanding business complex signs shall be allowed.

⁵ Real Estate signs are for the purpose of advertising a particular lot, building or premises for sale, lease or hire. All real estate signs are temporary.

Table 40.310.010-4. Additional Sign Standards for Commercial Districts				
Sign Type/Use	Number of Signs Allowed on Premises	Maximum Area	Height	Lighting
On-premises Freestanding	1 per street frontage	1 square foot per 1 lineal foot of street frontage up to a 250 square foot sign ²	Maximum 25 feet	No additional restrictions
On-premises fascia and projecting ¹	No maximum number	1 square foot per 1 lineal foot of street frontage up to a 250 square feet sign ³	Minimum 8 feet above grade	No additional restrictions
Business Complex (freestanding)	1 per street frontage. 1 additional sign allowed if any frontage exceeds 660 lineal feet ⁵	1.5 square feet per 1 lineal foot of street frontage up to a 350 square foot sign ⁴	Maximum 30 feet	No additional restrictions
Real Estate Signs ⁶	Bldg. Street frontage < 660 lineal feet 1 sign	32 square feet	No Requirement	No additional restrictions
	Bldg. Street frontage 660-1320 lineal feet, 1 sign, or 2 signs if total sign area does not exceed .05 of street frontage	32 square feet If more than 1 sign, there must be minimum of 500 lineal feet spacing between signs		
	Bldg. Street frontage >1320 lineal feet 1 sign per 660 lineal feet of street frontage	32 square feet with minimum of 500 lineal feet spacing between signs		
Electronic Message Center	If proposed with any of the sign types, the area of the electronic message center shall not exceed 50% of the area of the sign; provided the area limitation shall not apply if the sign is solely limited to time and area information.			
Allowed Combination of Sign Types	On any premises only these combinations of sign types are allowable: <ul style="list-style-type: none">▪ On-premises fascia signs, projecting signs and a freestanding sign; or▪ On-premises fascia signs, projecting signs and business complex signs;			

¹Projecting signs shall not project horizontally more than eight (8) feet from the wall of a building and shall not project vertically more than six (6) inches above the eave or parapet and shall not project over a roof or canopy. Further, projecting signs shall be prohibited within the front setback.

² Provided, that a premises with less than 32 LF of street frontage shall be allowed a maximum 32 SF sign.

³ Provided, that a building elevation with less than 32 LF of street frontage shall be allowed a maximum 32 SF sign.

⁴ Provided, that a premises with less than 43 LF of street frontage shall be allowed a maximum 64 SF sign.

⁵ Provided, that the minimum spacing between signs is 500 feet.

⁶Real Estate signs are for the purpose of advertising a particular lot, building or premises for sale, lease or hire. All real estate signs are temporary.

Table 40.310.010-5. Additional Sign Standards for Industrial Districts				
Sign Type/Use	Number of Signs Allowed on Premises	Maximum Area	Height	Lighting
On-premises Freestanding	1 per street frontage	1 square foot per 1 lineal foot of street frontage up to a 250 square foot sign ¹	Maximum 25 feet	No additional restrictions
On-premises fascia and projecting²	No maximum number	1 square foot per 1 lineal foot of street frontage up to a 250 square foot sign ³	Minimum 8 feet above grade	No additional restrictions
Industrial Complex (freestanding)	1 per street frontage. 1 additional sign is allowed of any single frontage > 660 lineal feet ⁵	1.5 square foot per 1 lineal foot of street frontage up to a 350 square foot sign ⁴	Maximum 30 feet	No additional restrictions
Real Estate Signs⁵	See additional standards for signs in Limited Commercial, Highway Commercial, Other Commercial, Business Park, and Airport Districts			None allowed
Electronic Message Center	If proposed with any of the sign types, the area of the electronic message center shall not exceed 50% of the area of the sign, provided the area limitation shall not apply if the sign is solely limited to time and area information.			
Allowed Combination of Sign Types	On any street frontage only these combinations of sign types are allowable: <ul style="list-style-type: none"> ▪ On-premises fascia signs, projecting signs and a freestanding sign; or ▪ On-premises fascia signs, projecting signs and industrial complex signs; 			

¹ Provided, that a premises with less than 32 LF of street frontage shall be allowed a maximum 32 SF sign.

² Projecting signs shall not project horizontally more than eight (8) feet from the wall of a building and shall not project vertically more than six (6) inches above the eave or parapet and shall not project over a roof or canopy. Further, projecting signs shall be prohibited within the front setback.

³ Provided, that a building elevation with less than 32 LF of street frontage shall be allowed a maximum 32 SF sign.

⁴ Provided, that a premises with less than 43 LF of street frontage shall be allowed a maximum 64 SF sign.

⁵ Real Estate signs are for the purpose of advertising a particular lot, building or premises for sale, lease or hire. All real estate signs are temporary.

Table 40.310.010-6. Additional Sign Standards for Rural and Resource Districts				
Sign Type/Use	Number of Signs Allowed on Premises	Maximum Area	Height	Lighting
Agricultural Signs¹	1 per 660 linear feet of road frontage on any one property under the same ownership	32 square feet per sign	Maximum 20 feet	None allowed
Home Occupations and Home businesses	1 per home occupation	2 square feet	Maximum 8 feet	None allowed
Commercial and Industrial	See additional standards for signs in Commercial Districts			None allowed
Conditional Uses	See additional standards for Conditional Use signs in Single Family Residential Districts			None allowed
Real Estate Signs²	See additional standards for Real Estate signs in Single Family Districts			None allowed

¹Agricultural Signs are for the purpose of advertising handicraft and farm products produced on the premises.

²Real Estate signs are for the purpose of advertising a particular lot, building or premises for sale, lease or hire. All real estate signs are temporary.

G. Limited access highway--Restricted advertising. The provisions of this subsection shall be applicable to all land abutting or adjoining Interstate 5 (I-5) and Interstate 205 (I-205) and within three hundred (300) feet of the edge of the right-of-way, and within commercial, industrial or business park zoning districts.

1. Restrictions.

- No sign or sign structure, or portion thereof, shall exceed a height of fifty (50) feet;
- The erection or remodeling of signs directed at limited access highways shall be approved by the responsible official, only after consideration has been given to the location, size, and orientation of such signs, as provided for in this subsection;
- The sign shall be designed to be viewed by a person of normal visual acuity traveling on I-5 or I-205;
- Signs either attached to buildings or freestanding structures shall only contain advertising display specifically and directly related to products produced, sold, used, or otherwise handled, or services rendered on the real property;
- Not more than one (1) limited access highway advertising sign shall be located on the premises. The total number of signs allowed on the premises shall not exceed the district standards of 40.310.010(F) and Table 40.310.010-2 through Table 40.310.010-6;
- The area of the sign shall comply with the standards of the district in which it is located.

2. Conformance to State Law. Nothing in this subsection shall be construed to permit the erection of signs which are prohibited by state law or any amendments thereto.

H. Nonconforming signs. Nonconforming signs shall be subject to the conditions set forth below:

- A nonconforming sign or sign structure shall not be altered or enlarged in any manner unless such alteration or enlargement would bring the sign into conformity with the signs permitted in the zoning district in which it is located; provided, the restriction against alteration does not apply to copy or panel changes where the sign area and shape is maintained.
- Any nonconforming sign or sign structure may be maintained with ordinary care.
- All nonconforming temporary signs, portable signs, flags, pendants and banners shall be removed.

I. Mobile Home Park signs. Mobile home park signs shall be permitted as follows:

- Identification signs advertising mobile home parks; provided, that such signs shall have a maximum area of thirty-two (32) square feet and no more than one sign allowed per street frontage;

2. Only non-illuminated and indirectly illuminated signs shall be permitted in R-12, R-18, R-22, R-30, R-43, OR-15, OR-18, OR-22, OR-30, OR-43, and PUD zones. No flashing or intermittent illumination shall be permitted;
 3. No sign or sign structure shall exceed fifteen (15) feet in height;
 4. Signs over five (5) feet in height shall conform to the minimum setback designated for structures in that zone;
 5. Incidental signs for the information and convenience of tenants and the public relative to parking, traffic movement, office, restrooms, etc., are allowed; provided, such signs do not exceed four (4) square feet in area; and provided further, name plates do not exceed eight by twelve (8 × 12) inches in area.
 6. One (1) sign advertising the sale of each mobile home located on a mobile home lot.
- J. Signs facing residential districts. A sign advertising a business which is not conducted on the premises, or a commodity or service which is not the preliminary product of sale or services on the premises, shall not face or be oriented toward any adjoining or abutting residential district within two hundred (200) feet of the premises on which the sign is to be placed.
- K. On-site interference. The location and structural design of freestanding signs shall not interfere with the safe and efficient use of off-street parking and loading areas, including aisle ways and access driveways.
- L. Lighted signs as nuisance. Illuminated signs shall be placed so as not to be a nuisance to any residents or future residents of adjacent residentially zoned property within two hundred (200) feet of the sign. A nuisance shall be defined as flashing lights or lights of such intensity which may interfere with the residents' peaceful occupancy of their home. As part of a sign permit or site plan review process, the planning manager may require signs to be screened, shielded, relocated or the lighting adjusted or other measures to mitigate a potential interference with abutting residentially zoned property.
- M. Enforcement. Upon presentation of proper credentials, the responsible official or a duly authorized representative may enter at reasonable times a building or structure, or upon any premises in Clark County, to perform any duty imposed by this section. The responsible official may inspect or reinspect all signs at his/her discretion.
- N. Removal of signs in violation of this section. If the responsible official finds that any advertising sign is erected or maintained in violation of the prior sign regulations, or is erected or maintained in violation of the provisions of this section, the responsible official may institute appropriate action or proceedings to prevent, restrain, correct or abate the violation, including fines and enforcement pursuant to Title 32 of this code.
- O. Maintenance and appearance of signs. All advertising signs, together with all of their supports, braces, guys, and anchors, shall be kept in good repair and maintained in a safe condition. All advertising signs and the sites upon which they are located shall be maintained in a neat, clear, and attractive condition, and advertising signs shall be kept free from excessive rust, corrosion, peeling paint or other surface deterioration. The display surface of all outdoor advertising structures shall be kept neatly painted or posted.
- P. Abandoned signs. Except as provided in this section, any person who owns or leases a sign shall remove such sign when either the function has discontinued or business it advertises has discontinued on the premises on which the sign is located; or when the sign is no longer properly repaired or maintained as required by this section.

40.320 LANDSCAPING AND SCREENING

40.320.010 LANDSCAPING AND SCREENING ON PRIVATE PROPERTY

- A. Applicability. The following standards apply to landscaping and screening on private property. Landscaping and screening within public rights-of-way shall comply with the applicable provisions in Section 40.320.020.
- B. Landscaping and Screening Design Standards.
1. L1, General Landscaping.
 - a. Intent. The L1 standard is for open areas. It is intended to be used where distance is the principal means of separating uses or development, and landscaping enhances the area between them. The L1 standard consists principally of groundcover plants; trees and high and low shrubs also are required.
 - b. Required Materials. There are two ways to provide trees and shrubs to comply with an L1 standard. Shrubs and trees may be grouped. Groundcover plants, grass lawn or approved flowers must fully cover the landscaped area not in shrubs and trees. See Figure 40.320.010-1.
 - (1) Where the area to be landscaped is less than ten (10) feet deep, one (1) tree shall be provided per thirty (30) linear feet of landscaped area.
 - (2) Where the area is ten (10) feet deep or greater, one (1) tree shall be provided per eight hundred (800) square feet and either two (2) high shrubs or three (3) low shrubs shall be provided per four hundred (400) square feet of landscaped area.
 - c. Within the commercial districts where a building is to be placed at the buffer line for a front setback, concrete or brick pavers may be used in place of the required groundcover for the length of the building for the front setback only; provided, the required trees are still supplied, the paved area is connected to the public sidewalk, and pedestrian amenities are provided such as benches or pedestrian plazas. Building need not be placed at the required buffer line to utilize this section if the area between the buffer line and the building is devoted entirely to pedestrian only areas.
 2. L2, Low Screen.
 - a. Intent. The L2 standard uses a combination of distance and low-level screening to separate uses or development. The standard is applied where a low level of screening sufficiently reduces the impact of a use or development, or where visibility between areas is more important than a greater visual screen.
 - b. Required Materials. The L2 standard requires enough low shrubs to form a continuous screen three (3) feet high and ninety-five percent (95%) opaque year around. In addition, one (1) tree is required per thirty (30) lineal feet of landscaped area or as appropriate to provide a tree canopy over the landscaped area. Groundcover plants must fully cover the remainder of the landscaped area. A three (3) foot high masonry wall or fence at an F2 standard or a berm may be substituted for shrubs, but the trees and groundcover plants are still required. When applied along street lot lines, the screen or wall is to be placed along the interior side of the landscaped area. See Table 40.320.010-2.
 3. L3, High Screen.
 - a. Intent. The L3 standard provides physical and visual separation between uses or development principally using screening. It is used where such separation is warranted by a proposed development, notwithstanding loss of direct views.
 - b. Required Materials. The L3 standard requires enough high shrubs to form a screen six (6) feet high and ninety-five percent (95%) opaque year around. In addition, one tree is required per thirty (30) lineal feet of landscaped area or as appropriate to provide a tree canopy over the landscaped area. Groundcover plants must fully cover the remainder of the landscaped area. A six (6) foot high wall or fence that complies with an F1 or F2 standard (Figure 40.320.010-6 and Figure 40.320.010-7) with or without a berm may be substituted for shrubs, but the trees and groundcover plants are still required. When applied along street lot lines, the screen or wall is to be placed along the interior side of the landscaped area. See Figure 40.320.010-3.

4. L4, High Wall.
 - a. Intent. The L4 standard is used where extensive screening of visual and noise impacts is needed to protect abutting sensitive uses and/or there is little space for separation between uses.
 - b. Required Materials. The L4 standard requires a six (6) foot high wall that complies with the F2 standard (Figure 40.320.010-7). When abutting another property, the wall shall abut the property line. When abutting a street or road right-of-way, the wall shall be on the interior side of the landscaped area. One (1) tree is required per thirty (30) lineal feet of wall or as appropriate to provide a tree canopy over the landscaped area. In addition, four (4) high shrubs are required per thirty (30) lineal feet of wall. Groundcover plants must fully cover the remainder of the landscaped area. See Figure 40.320.010-4.
5. L5, High Berm.
 - a. Intent. The L5 standard can be used instead of the L4 standard where extensive screening is warranted and more space is available for separation between uses.
 - b. Required Materials. The L5 standard requires a berm four (4) to six (6) feet high. If the berm is less than six (6) feet high, low shrubs that comply with the L2 standard must be planted on top of the berm so that the overall screen height is six (6) feet. In addition, one (1) tree is required per thirty (30) lineal feet of berm or as appropriate to provide a tree canopy over the landscaped area. Groundcover plants must fully cover the remainder of the landscaped area. See Figure 40.320.010-5.
6. F1, Partially Sight-Obscuring Fence.
 - a. Intent. The F1 fence standard provides partial visual separation. The standard is applied where a proposed use or development has little impact, or where visibility between areas is more important than a total visual screen.
 - b. Required Materials. A fence or wall that complies with the F1 standard shall be six (6) feet high and at least fifty percent (50%) sight-obscuring. Fences may be made of wood, metal, chain link with slats, bricks, masonry or other permanent materials. See Figure 40.320.010-6.
7. F2, Fully Sight-Obscuring Fence.
 - a. Intent. The F2 fence standard provides visual separation where complete screening is needed to protect abutting uses, and landscaping alone cannot provide that separation.
 - b. Required Materials. A fence or wall that complies with the F2 standard shall be six (6) feet high and one hundred percent (100%) sight-obscuring. Fences may be made of wood, metal, bricks, masonry or other permanent materials. This shall not include chain link fences with slats or similar construction. See Figure 40.320.010-7.

C. Landscaping and Screening Approval Standards—General.

1. A landscape plan shall contain landscaping and screening consistent with the applicable design standards, based on Table 40.320.010-1 and other applicable provisions of this section.
2. The applicant may provide landscaping and screening that exceeds the standards in this section; provided:
 - a. A fence or wall, (or a combination of a berm and fence or wall), may not exceed a height of six (6) feet above the finished grade at the base of the fence or wall (or at the base of a berm, if combined with one) unless the review authority finds additional height is necessary to mitigate potential adverse effects of the proposed use or other uses in the vicinity; and
 - b. Landscaping and screening shall not obstruct sight distance at intersections as provided in Section 40.350.030 of the UDC.
3. The responsible official may approve use of existing vegetation to fulfill landscaping and screening requirements of this section if that existing landscaping provides at least an equivalent level of screening as the standard required for the development in question.
4. As a condition of approval of a conditional use or planned unit development, the county may require an applicant to provide landscaping and screening that differs from the standards in Table 40.320.010-1 and subsection (C)(2) of this section where necessary to comply with the other applicable approval standards for the use or development.
5. Landscaped areas required for stormwater management purposes may be used to satisfy the landscaping area requirements of this section even though those areas may be inundated by surface water.

6. Required landscaping and screening shall be located on the perimeter of a lot or parcel. Required landscaping and screening shall not be located on a public right-of-way or private street easement, unless authorized under Section 40.320.020.
7. The responsible official may approve and condition an alternative landscape design and buffer standard that is compatible with existing, abutting landscaping that still meets the intent of the required buffer type, such as shared buffers between users.
8. Required landscaping buffers shall not apply between buildings in common wall construction situations.

Figure 40.320.010-1

L1 - General Landscaping

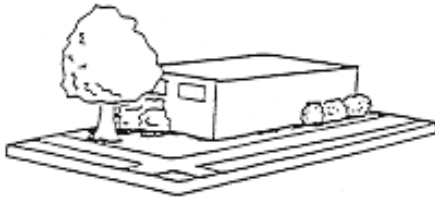


Figure 40.320.010-2

L2 - Low Screen Landscaping

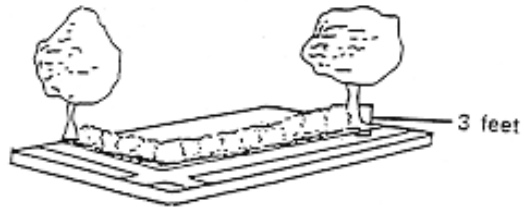


Figure 40.320.010-3

L3-High Screen Landscaping

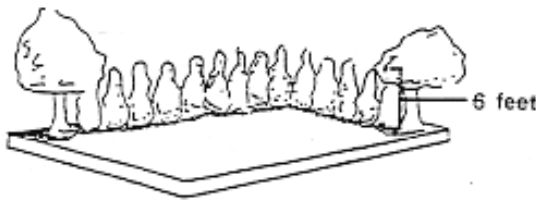


Figure 40.320.010-4

L4 - High Wall Landscaping

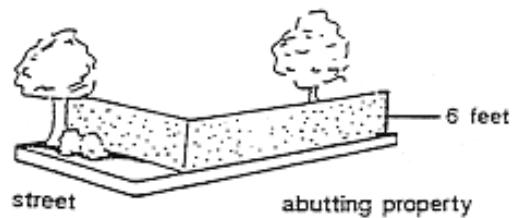


Figure 40.320.010-5

L5 - High Berm Landscaping

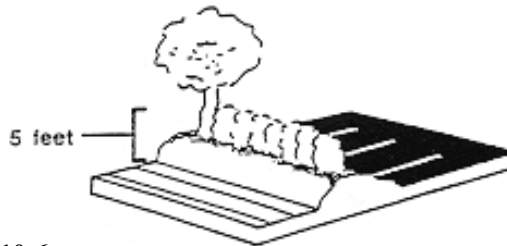


Figure 40.320.010-6

F1 - Partially Sight Obscuring Fence

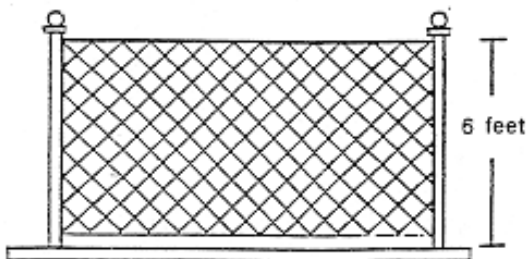
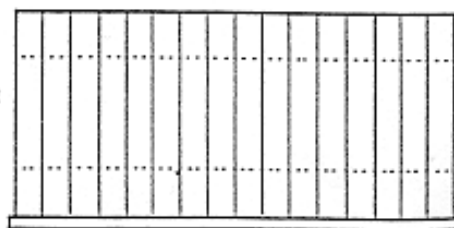


Figure 40.320.010-7

F2 - Totally Sight Obscuring Fence



- D. Landscape and Screening Standards for Storage and Equipment Areas.
1. Storage and equipment areas shall be screened from property used or zoned for residential purposes or a public road right-of-way to at least an F2 or L3 standard if within one hundred (100) feet of the property or right-of-way and to at least an F1 standard if equal to or more than one hundred (100) feet from the property or right-of-way. Storage areas include storage of solid waste and recyclables from the site and, where permitted, storage of goods, materials or equipment.
 2. Rooftop and ground-level exterior equipment shall be screened from abutting property used or zoned for residential purposes or from an abutting public road right-of-way to at least an F2 or L3 standard if visible at grade from the property or right-of-way.
- E. Landscaping and Screening Standards for Parking and Loading Areas.
1. A minimum five (5) foot wide strip landscaped to at least an L2 standard or a minimum ten (10) foot wide strip landscaped to at least an L1 standard shall be provided where vehicle parking or loading abuts a public road right-of-way.
 2. Where a vehicle parking or loading area abuts a property with zoning or land uses other than the proposed land use, the area shall be landscaped and screened as provided in Table 40.320.010-1 abutting the other property.
 3. Parking areas that contain at least seven (7) spaces shall contain landscape islands equally distributed at a ratio of one (1) island for every seven (7) parking spaces. A landscape island shall contain at least twenty-five (25) square feet, shall be at least four (4) feet wide, and shall prevent vehicles from damaging trees, such as by using a wheel stop or curb.
 4. At least one (1) tree shall be planted in each landscape island. Trees in landscape islands shall reach a mature height of thirty (30) feet or more, cast moderate to dense shade in the summer, live at least sixty (60) years, require little maintenance, (such as by being insect, disease and drought resistant and not producing fruit), and be suited for use in the proposed location, (such as by being tolerant of pollution and direct and reflected heat).
- F. Establishing Setback Standards for Retaining Walls and Fences.
1. Construction of private retaining walls or fences within public rights-of-way is prohibited. Exceptions to this prohibition shall require approval of the Public Works director.
 2. The construction of retaining walls four (4) feet or less in height and fences six (6) feet or less in height may be constructed within public easements. Exceptions may be granted when written approval has been obtained from the easement holder.
 3. The construction of retaining walls in excess of four (4) feet in height and fences in excess of six (6) feet in height shall meet the setback requirements of the underlying zone. This does not apply when an exception under (1) and (2) above has been granted and exposed faces of retaining walls over four (4) feet in height are directed toward the interior of the lot.
- G. Timing, Selection, Installation, Maintenance and Irrigation Standards.
1. Timing. That applicant shall install landscaping and screening required by this section consistent with the approved site plan or an approved modification thereto before the county issues an occupancy permit or final inspection for the development in question; provided, the responsible official may defer installation of plant materials for up to six (6) months after the county issues an occupancy permit or final inspection for the development in question if the responsible official finds doing so increases the likely survival of plants.
 2. Shrubs and Groundcover Selection. All required groundcover plants and shrubs must be of sufficient size and number to meet the required standards within three (3) years of planting. Mulch (as a groundcover) must be confined to areas underneath plants and is not a substitute for living groundcover plants, lawn or approved flowers.
 - a. Shrubs shall be supplied in a minimum of three (3) gallon containers or equivalent burlap balls, with a minimum spread of eighteen (18) inches to meet the L2 buffer requirement, and minimum of five (5) gallon containers or equivalent burlap balls with a minimum spread of thirty (30) inches to meet the L3 buffer requirements. Reduction in the minimum size may be permitted if certified by a registered

- landscape architect that the reduction shall not diminish the intended effect or the likelihood the plants will survive.
- b. Groundcover plants shall be placed not more than thirty (30) inches on center and thirty (30) inches between rows. Rows of plants shall be staggered for a more effective covering. Ground-cover shall be supplied in a minimum four (4) inch size container or a two and one-quarter (2¼) inch container or equivalent if planted eighteen (18) inches on center. Reduction in the minimum size may be permitted if certified by a registered landscape architect that the reduction shall not diminish the intended effect or the likelihood the plants will survive. A lawn or flower bed of flowers approved by the responsible official may be substituted for groundcover plants.
3. Tree Selection. Trees may be deciduous or evergreen. The required tree height shall be measured from the ground level at final planting to the top of the tree.
 - a. Required trees for parking and loading areas shall be a minimum caliper of two (2) inches and a minimum height of ten (10) feet at the time of planting.
 - b. Required deciduous trees (other than street trees) shall be fully branched, have a minimum caliper of one and one-half (1 1/2) inches, and a minimum height of eight (8) feet at the time of planting.
 - c. Required evergreen trees (other than street trees) shall be fully branched and a minimum of six (6) feet high at the time of planting.
 - d. If the responsible official decides reducing the minimum size of trees will not detract from the desired effect of the trees, the minimum size of trees (other than street trees) may be reduced if the applicant submits a written statement by a landscape architect registered in Washington or expert in the growing of the tree(s) in question certifying that the reduction in size at planting will not decrease the likelihood the trees will survive.
 - e. See subsection (E)(4) of this section regarding trees in landscape islands in parking lots.
 - f. See Section 40.320.020 regarding street trees and vegetation in the right-of-way. Such required trees and vegetation may be determined by the responsible official to meet aspects of the landscape buffer requirements of this section.
 4. Selection Generally. Landscape materials should be selected and sited to produce a hardy and drought-resistant landscape area. Selection should include consideration of soil type and depth, the amount of maintenance required, spacing, exposure to sun and wind, the slope and contours of the site, compatibility with existing native vegetation preserved on the site, water conservation where needed, and the impact of landscaping on visibility of the site for purposes of public safety and surveillance. Landscaping materials shall be selected in accordance with a list of plant materials adopted by reference as the Clark County Plant List (see the Standard Details Manual).
 5. Installation Standards. The applicant shall show and comply with the following:
 - a. Plant materials will be installed to current nursery industry standards.
 - b. Plant materials shall be properly supported to ensure survival. Support devices such as guy wires or stakes shall not interfere with vehicular or pedestrian movement.
 - c. Existing trees and plant materials to be retained shall be protected during construction, such as by use of chain link or other sturdy fence placed at the dripline of trees to be retained. Grading, topsoil storage, construction material storage, vehicles and equipment shall not be allowed within the dripline of trees to be retained.
 6. Maintenance. Maintenance of landscaped areas is the ongoing responsibility of the property owner. Required landscaping must be continuously maintained in a healthy manner. Plants that die must be replaced with in-kind materials unless otherwise authorized by the responsible official. Vegetation shall be controlled by pruning, trimming or otherwise so that it will not interfere with the maintenance or repair of any public utility, restrict pedestrian or vehicular access, or obstruct sight distance at intersections as provided in Section 40.320.020.
 7. Irrigation. The intent of this standard is to ensure that plants will survive the critical establishment period when they are most vulnerable due to lack of watering. All required landscaped areas in the urban growth boundary must comply with one of the following:
 - a. A permanent built-in irrigation system with an automatic controller will serve the landscape area in question, and the system will be installed and operational before the county grants an occupancy permit or final inspection for the development in question; or

- b. A temporary irrigation system will serve the landscape area in question; provided, to receive approval of this system, the applicant must submit a statement from a landscape architect registered in Washington or expert in the growing of the vegetation in question certifying that the proposed temporary irrigation system will provide sufficient water to ensure that the plant materials to be planted will survive installation and, once established, will survive without watering other than natural rainfall; or
 - c. A permanent or temporary irrigation system will not serve the landscape area in question; provided:
 - (1) The responsible official finds the landscape area otherwise fulfills the requirements of this section, and
 - (2) The applicant submits the following with the site plan application:
 - (a) A statement from a landscape architect registered in Washington or expert in the growing of the vegetation in question certifying that the materials to be planted will survive without watering other than natural rainfall, and
 - (b) A plan for monitoring the survival of required vegetation on the approved site plan for at least one (1) year and for detection and replacement of required vegetation that does not survive with like-kind material or other material approved by the responsible official, and
 - (c) A statement from the applicant agreeing to install an irrigation system if the responsible official finds one is needed to ensure survival of required vegetation, based on the results of the monitoring plan.
- H. Plant List. The county shall maintain a plant list to assist in administration of this chapter (see the Standard Details Manual).
- I. Verification of the Installation of Required Landscape. Prior to the issuance of an approval of occupancy for a site plan, the applicant shall provide verification in accordance with Section 40.320.030(B) that the required landscape has been installed in accordance with the approved landscape plan(s).

Table 40.320.010-1 Landscaping Standards

		Zoning of Proposed Development											
		Single-family ³		Multifamily		Campus, Office and University		Commercial		Industrial			
		R1, R and RC zones		R-12 through R-43		OR, OC, and U zones		All C zones		ML		MH	
Zoning of land abutting development site		Separated from site by a street	Not separated by a street	Separated from site by a street	Not separated by a street	Separated from site by a street	Not separated by a street	Separated from site by a street	Not separated by a street	Separated from site by a street	Not Separated by a street	Separated from site by a street	Not separated by a street
Single-family	All R1, R, and RC zones	None	None	L2 10-ft	L3 5-ft	L2 10-ft	L4 in 15-ft L5 in 10-ft	L2 10-ft	L4 in 15-ft L5 in 10-ft	L3 10-ft	L4 in 50-ft L5 in 40-ft	L3 10-ft	L4 in 50-ft L5 in 40-ft
Multi-family	R-12-- R-43	None	L3 5-ft	L1 5-ft	L1 5-ft	L1 5-ft	L2 5-ft	L2 ¹ 10-ft	L4 in 15-ft L5 in 10-ft	L3 10-ft	L4 in 50-ft L5 in 40-ft	L3 10-ft	L4 in 50-ft L5 in 40-ft
Campus, office and university	OR, OC, and U zones	L1 5-ft	L3 10-ft	L1 10-ft	L2 5-ft	L2 5-ft	L3 5-ft	L2 ¹ 10-ft	L3 5-ft	L2 10-ft	L4 in 15-ft L5 in 10-ft	L3 10-ft	L4 in 15-ft L5 in 10-ft
Commercial	All C zones	L1 5-ft	L3 10-ft	L2 5-ft	L3 10-ft	L2 5-ft	L3 10-ft	L2 ¹ 10-ft	L1 ² 5-ft	L2 10-ft	L3 5-ft	L2 10-ft	L3 10-ft
Industrial	ML	L1 5-ft	L3 20-ft	L2 5-ft	L3 20-ft	L2 5-ft	L3 10-ft	L3 10-ft	L2 5-ft	L2 10-ft	L1 5-ft	L2 10-ft	L3 10-ft
	MH	L1 5-ft	L3 50-ft	L2 5-ft	L3 50-ft	L2 5-ft	L3 15-ft	L2 10-ft	L3 10-ft	L2 10-ft	L3 10-ft	L2 10-ft	L1 5-ft
Resource	All	L1 5-ft	L3 50-ft	L2 5-ft	L3 50-ft	L2 5-ft	L3 10-ft	L2 10-ft	L2 5-ft	L2 10-ft	L1 5-ft	L2 10-ft	L3 10-ft

¹If building wall is to be built within ten (10) feet of a public right-of-way the required buffer shall be L1 five (5) feet for that portion of the site.

²If building is to be built on the property line there is no required buffer for that portion of the site.

³Applies to land division applications and not single-family building permits on existing parcels.

40.320.020 LANDSCAPING IN PUBLIC RIGHTS-OF-WAY

- A. Applicability. The standards in this section apply to landscaping in public rights-of-way.
- B. Acceptable Horticultural Practices. Accepted horticultural practices will be followed to insure successful establishment of the plant materials.
- C. Critical Locations.
 - 1. Trees with a mature height greater than twenty-five (25) feet shall not be sited under or adjacent to utility lines or overhead structures.
 - 2. Landscaping used shall not compromise sight distance requirements as defined in Section 40.320.030.
 - 3. Hardscape may be allowed for a portion of the area to be landscaped per Table 40.350.010-1.
- D. Postponement of Installation Due to Weather Conditions. In order to install landscaping during the spring or fall planting season, the responsible official may allow postponement of the landscaping due to weather conditions, with appropriate financial guarantees. In such cases, verification of the installation of required landscape and the two-year maintenance period will commence following installation.
- E. Verification of the Installation of Required Landscape. In order to ensure that the landscape has been installed in conformance with the approved landscape plan(s) the applicant shall provide verification in accordance with Section 40.320.030(B).
- F. Period of Maintenance. The developer shall maintain landscaping and irrigation systems (if any) for a minimum of two years after provisional acceptance of the abutting roadway. One hundred percent (100%) of all trees and shrubs must be living at the end of the two-year maintenance period. The developer shall replace all the diseased, dying or dead plant material. Any plant materials replaced shall be maintained for an additional two years.
- G. County's Role. Alternatively, the county may accept a fee in lieu of improvements and complete the landscaping itself. The fee shall be based upon the approved landscape plan, and will be in an amount sufficient to cover the cost of installing the landscaping and maintaining it for two years, including administrative costs.
- H. Arterials and collectors in the urban area.
 - 1. Applicable Area. On all arterials and collectors in the urban area, the area between the back of sidewalk and the right-of-way and between the back of curb and sidewalk, as well as the area within all medians constructed within a public road, shall be landscaped with drought-resistant plants (see the Standard Details Manual).
 - 2. Landscaping Plan – additional requirements. The responsible official may require additional improvements, including the installation of irrigation, for any significant variation from the specifications contained in the Standard Details Manual. A nonexclusive list of allowed plant materials for street medians and right-of-ways is included in the Standard Details Manual.

40.320.030 LANDSCAPING PLANS

- A. Submittal Requirements. Landscape plans for landscaping on private property and landscaping within the public right-of-way required pursuant to the UDC shall show all proposed landscape improvements described in Table 40.510.050-1.
- B. Verification of the Installation of Required Landscape. In order to ensure that the landscape has been installed in conformance with the approved landscape plan(s) the applicant shall submit the following information:

A copy of the approved landscape plan(s) with a letter signed and stamped by a landscape architect licensed in the state of Washington certifying that the landscape and irrigation (if any) have been installed in accordance with the attached approved plan(s) and verifying that any plant substitutions are comparable to the approved plantings and suitable for the site. Any substituted plants shall be no smaller than those shown on the approved plan(s) and shall have similar characteristics in terms of height, drought tolerance and suitability for screening.

40.330 CRIME PREVENTION AND SAFETY

40.330.010 CRIME PREVENTION AND SAFETY GUIDELINES

- A. Applicability. To the extent practicable, all development subject to site plan review shall comply with the following guidelines.
- B. Crime prevention and safety guidelines:
 - 1. Building orientation and public use areas such as laundry facilities shall take into consideration tenant's ability to monitor other doorways as a safety provision.
 - 2. Exterior area where mailboxes will be located shall be lighted.
 - 3. Exterior lighting levels shall be selected and light fixtures shall be oriented towards areas vulnerable to crime.

40.340 PARKING, LOADING AND CIRCULATION

40.340.010 PARKING AND LOADING STANDARDS

A. General.

1. Applicability. Except as otherwise provided by the UDC, required off-street parking and loading spaces shall be improved and maintained as set forth in this section for all uses in all zoning districts.
2. Timing. Parking and loading spaces required for a given use or development shall be provided consistent with the approved site plan before the county issues an occupancy permit or final inspection for the use or development in question.
3. Availability.
 - a. Parking spaces required for a given use or development shall be available for the parking of operable passenger automobiles of residents, customers, patrons and employees only, and shall not be used for the storage of vehicles or materials, or for the parking of trucks used in conducting the business or use.
 - b. Loading spaces required for a given use or development shall be available for loading and unloading of trucks and similar vehicles.
 - c. Required off-street parking spaces may not be used for loading or unloading unless the responsible official finds that loading and unloading in those spaces will occur during hours of the day when the spaces are not needed for parking.
4. Location of Parking and Loading Facilities.
 - a. Off-street parking spaces for dwellings shall be located on the same lot as the dwelling.
 - b. Off-street parking spaces for other uses shall be located on the same lot as the use or on another lot not more than three hundred (300) feet from the building or use they are intended to serve, measured in a straight line from the building; provided, where required parking for a use or development will be located on a lot other than the lot on which the use it serves is located, then, before the county issues a building permit for the use or development, the applicant shall submit an agreement executed by the owner of the lot where the off-site parking is proposed authorizing use of the lot for the proposed parking spaces for the use in question.
 - c. Loading spaces for a given use shall be situated on the same lot as the use it serves, except as provided for joint use of facilities.
 - d. Parking and loading spaces shall not be located in a required front setback, except in the case of single-family or duplex dwellings. Access drives and maneuvering areas for parking and loading spaces shall not be located in a required front setback, except to the minimum extent practicable for access to the site.
5. Joint Use of Facilities. The responsible official may authorize use of given off-street parking and/or loading spaces by two (2) or more uses if:
 - a. The responsible official finds the applicant has shown that the uses that share the parking and/or loading do not require that parking and/or loading at the same time; and
 - b. Where shared parking or loading for a use or development will be located on a lot other than the lot on which the use it serves is located, then, before the county issues a building permit for the uses or developments on one lot that will be served by the shared parking and/or loading on another lot, the applicant shall submit an agreement executed by the owner of the off-site lot where parking and/or loading is proposed authorizing use of the lot for the proposed parking and/or loading spaces for the use or development in question subject to terms and conditions that assure parking and/or loading will be available for each use it serves as provided in subsection (A)(5)(a) of this section.
6. Change or Expansion of a Use. A site plan that changes the use of an existing structure or lot shall provide off-street parking and loading for the new use as required by this section. A site plan that enlarges an existing structure or use shall provide for additional parking and loading based only on the parking and loading requirements of the expansion, except as otherwise provided in Chapter 40.530.
7. Lighting. Light fixtures in parking or loading areas shall be consistent with RCW 47.3- 6.180 on public roadways and not cast significant light or glare off-site on adjacent properties.

8. Surfacing. All parking and loading spaces and related access drives, maneuvering, and vehicle storage areas shall be paved to standards approved by the Public Works director.
 9. Drainage. Stormwater drainage facilities for parking and loading spaces and related access drives and maneuvering areas shall comply with Chapter 40.380.
 10. Wheel Stops and Curbs.
 - a. Parking and/or loading spaces on the perimeter of a parking lot or abutting interior landscaped areas or sidewalks shall include a wheel stop or curb at least four (4) inches high located three (3) feet back from the front of the parking and/or loading space.
 - b. The front three (3) feet of a parking space may be improved with groundcover landscape material, instead of asphalt or concrete pavement, provided that area shall not be counted toward landscape or open space area requirements.
 - c. The perimeter of a parking or loading area and access and maneuvering drives associated with them shall be improved with a curb, rail or equivalent so that vehicles do not extend over a property line, sidewalk or public or private street.
 11. Maintenance of Parking and Loading Areas. Required parking and loading spaces and associated access and maneuvering drives shall be maintained in good repair at all times.
- B. Calculation of Parking Requirements. A site plan for a given use or uses shall show that at least the number of parking spaces required by Table 40.340.010-4 will be provided consistent with this section unless otherwise consistent with the UDC.
1. Where Table 40.340.010-4 requires a certain number of parking spaces based on the area of a building, the area shall be the gross floor area within the exterior walls of the structure, excluding the area of a building that encloses parking or loading spaces.
 2. Where more than one use occupies a given structure or parcel of land or where a given business includes a combination of uses, the minimum required number of parking spaces shall be the sum of the requirements for each use, except to the extent the uses comply with the requirements of this section for shared parking.
 3. Where a building may be used for more than one purpose and the applicant does not limit the permitted uses in the building, parking spaces shall be provided based on the possible use(s) that require the most parking spaces.
 4. Where Table 40.340.010-4 does not list the parking requirements for a proposed use, the responsible official shall determine the minimum parking requirements for the use, based on requirements in Table 40.340.010-4 for other similar uses, if any, or on substantial evidence of parking needs for similar uses in other, similar locations.
 5. Up to thirty percent (30%) of required parking spaces and all parking spaces in excess of minimum requirements may comply with the standards for compact cars in Table 40.340.010-5.
 6. All parking areas shall comply with applicable local, state and federal standards regarding parking for disabled persons.
 7. The review authority may reduce the required number of parking spaces to less than that required in Table 40.340.010-4 as part of site plan review application or other application if the review authority finds that a lesser number of off-street parking spaces will be enough to fulfill all parking needs of the use or development, based on substantial evidence in the application, such as an adequate survey of parking demand at similar uses under similar conditions. The number of parking spaces for disabled persons may not be reduced under this subsection.
 8. The review authority may allow parking credits established through a neighborhood parking plan adopted pursuant to Section 40.340.030 to meet the number of spaces required by Table 40.340.010-4. The number of credits for an individual parcel shall be as established in the approved neighborhood parking plan.
- C. Parking Design Standards. Off-street parking spaces shall comply with the standards for stalls and aisles, as set forth in Table 40.340.010-5 and Figure 40.340.010-1.
- D. Loading Space Number and Design Standards.
1. Commercial, industrial and public utility uses that have a gross floor area of five thousand (5,000) square feet or more, shall provide truck loading or unloading berths in accordance with Table 40.340-010-1:

Table 40.340.010-1.	
Square Feet of Floor Area	Number of Berths Required
Less than 5,000	0
5,000 to 25,000	1
25,000 to 50,000	2
For each additional 50,000, or each fraction thereof	1 additional

2. Restaurants, office buildings, hotels, motels, hospitals and institutions, schools and colleges, public buildings, recreation or entertainment facilities, and any similar use that has a gross floor area of thirty thousand (30,000) square feet or more, shall provide off-street truck loading or unloading berths in accordance with Table 40.340.010-2:

Table 40.340.010-2.	
Square Feet of Floor Area	Number of Berths Required
Less than 30,000	0
30,000--100,000	1
100,000 and over	2

3. Loading Berth Design Standards.
- a. All required loading berths shall meet the minimum dimensional standards shown in Table 40.340.010-3. Where the vehicles generally used for loading and unloading exceed these dimensions, the required length of these berths shall be increased.

Table 40.340.010-3.			
Use	Length (Feet)	Width (Feet)	Height Clearance (Feet)
Industrial	65	12	14
Commercial	55	12	14
Public utility, restaurant, office building, hotel, motel, hospital and institution, school and college, public building, recreation or entertainment facility, and any similar use	35	12	14

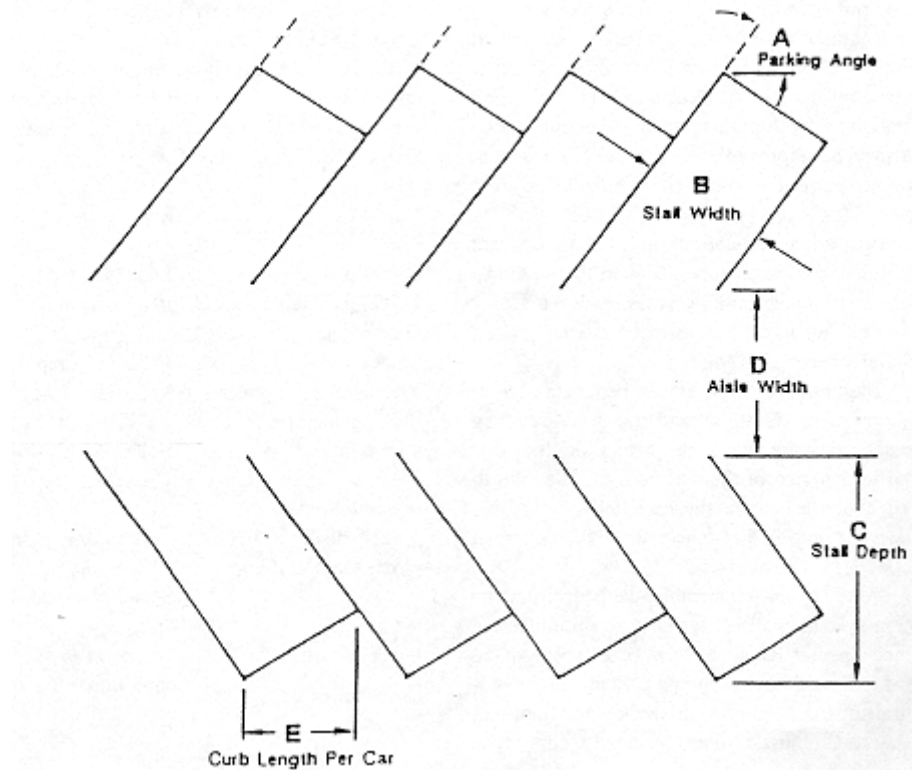
Table 40.340.010-4. Minimum Required Parking Spaces By Use	
Use	Minimum number of parking spaces
A. Residential	2 spaces/dwelling unit. Single-family and duplex parking may be tandem. One car behind the other.
1. 1-2 and 3-unit family dwellings	
2. Townhomes	1 space/dwelling unit
3. Multifamily dwelling containing 4 or more dwelling units	1½ space/dwelling units
4. Hotel or boarding house	1½ space/guest accommodation

Table 40.340.010-4. Minimum Required Parking Spaces By Use	
Use	Minimum number of parking spaces
5. Residential care facility	1 space/7 residents served under age of 12 1 space/5 residents served ages 12-17 1 space/4 residents served ages 18 years or older
6. Retirement housing facilities	1 space/each 3 units
B. Commercial residential	
1. Hotel	1 space/bedroom
2. Motel	1 space/bedroom
3. Clubs/lodges	Spaces to meet the combined requirements of the uses being conducted, such as hotel, restaurant, auditorium
C. Institutions	
1. Welfare or correctional institutions	1 space/3 beds for patients or inmates
2. Convalescent hospital, nursing home, sanitarium, rest home, home for the aged	1 space/3 beds for patients or residents
3. Hospital	2 spaces/bed
D. Places of assembly	
1. Church	1 space/4 seats, or 8 feet of bench length in the main auditorium. Additional parking for meeting rooms, classrooms and office use may be required.
2. Library, reading room, museum, art gallery	1 space/400 square feet of floor area
3. Preschool, nursery, kindergarten, mini day care center or commercial day care center	2 spaces/teacher or employee
4. Elementary or junior high school	1 space/4 seats, or 8 feet of bench length in auditorium or assembly room, whichever is greater
5. High school	1 space/employee, plus 1 space/each 6 students, or 1 space/4 seats, or 8 feet of bench length in the auditorium, whichever is greater
6. College, commercial school for adults	1 space/3 seats in classroom
7. Other auditoriums, meeting rooms	1 space/4 seats, or 8 feet of bench length
E. Commercial amusements	
1. Stadium, arena, theater	1 space/4 seats, or 8 feet of bench length
2. Bowling alley	5 spaces/lane
3. Dance hall, skating ring	1 space/150 square feet of floor area
F. Commercial	
1. Commercial retail, except supermarkets, stores selling bulky merchandise and grocery stores	1 space/350 square feet of floor area
2. Service or repair shops	1 space/750 square feet of floor area
3. Retail stores and outlets selling furniture, automobiles or other bulky merchandise where the operator can show the bulky merchandise occupies the major area of the building	1 space/600 square feet of floor area
4. Bank, office (except medical and dental)	1 space/400 square feet of floor area
5. Medical and dental office or clinic	1 space/200 square feet of floor area
6. Eating or drinking establishments	1 space/200 square feet of floor area
7. Mortuaries	1 space/4 seats or 8 feet of bench length
G. Industrial	
1. Except as specifically mentioned herein, industrial uses listed as permitted in the ML and MH zones	1 space/500 square feet
2. Storage warehouse, wholesale establishment, rail or	1 space/1,000 square feet of floor area

Table 40.340.010-4. Minimum Required Parking Spaces By Use	
Use	Minimum number of parking spaces
trucking freight terminal	
3. Laboratories and research facilities	1 space/300 square feet of floor area
4. Machinery or equipment sales	1 space/500 square feet of floor area

Table 40.340.010-5. Minimum Parking Space and Aisle Dimensions					
Angle	Type	Stall width	Stall depth	Aisle width	Curb length
A		B	C	D	E
0°	Compact	8.0	8.0	12.0	22.0
	Standard	9.0	9.0	12.0	22.0
45°	Compact	8.0	19.1	14.0	11.3
	Standard	9.0	19.8	13.0	12.7
60°	Compact	8.0	20.4	19.0	9.2
	Standard	9.0	21.8	18.0	10.4
70°	Compact	8.0	20.6	20.0	8.5
	Standard	9.0	21.0	19.0	9.6
90°	Compact	7.5	15.0	24.0	7.5
	Standard	9.0	20.0	24.0	9.0

Figure 40.340.010-1. Required Parking Angle



40.340.020 ACCESS AND CIRCULATION STANDARDS

A. Access and Circulation Standards.

1. **Applicability.** This section applies to new development that includes parking or loading areas or vehicle, bicycle or pedestrian circulation, including changes to access and circulation of existing development.
2. **Vehicle Access and Circulation Generally.**
 - a. **Availability.** Access and circulation required for a proposed use or development shall be improved to the standards in this section before the county issues an occupancy permit or final inspection for the use or development in question.
 - b. **Joint Access.** The responsible official may authorize joint access by two or more uses if:
 - (1) The responsible official finds the access will comply with other applicable access and circulation standards of the UDC; and
 - (2) Before the county issues a building permit for the use or development on one lot that will be served by the shared access on another lot, the applicant shall submit to the county cross-easements or equivalent agreements executed by the owners of the affected properties and filed permanently in county records with deeds to the properties authorizing use of the properties for the proposed shared access.
 - c. **Access and circulation drives** shall comply with the applicable locational standards of Chapter 40.340, and shall be wide enough to safely accommodate the traffic that will use it consistent with standards approved by the Public Works director. Each parking and loading space shall have access from a street by means of such a drive.

- d. Except for single-family and duplex dwellings, it shall be practicable for a typical driver to enter and exit all loading spaces and to enter and exit all groups of more than two (2) parking spaces without backing or maneuvering in a public street other than an alley.
3. Pedestrian Circulation. Pedestrian circulation shall be provided consistent with the following:
 - a. Required pedestrian circulation routes shall be improved with asphalt, concrete or other approved all-weather surface; provided, pedestrian circulation routes through recreational or open space areas may be improved with a material consistent with their purpose and the characteristics of their location.
 - b. Pedestrian circulation routes shall connect structures and uses on the site, such as buildings, vehicle and bicycle parking areas, children's play areas, required outdoor areas, open spaces, plazas, resting areas and viewpoints.
 - c. The developer shall extend pedestrian circulation routes to sidewalks and transit stops along streets abutting the site, to pedestrian facilities that extend to the edge of the site from off-site, and to the edge of the site in the direction of existing, approved or proposed off-site pedestrian and transit facilities.
 - d. To the extent practicable, the pedestrian circulation system shall be designed to minimize the distance a pedestrian needs to walk between typical origins and destinations on and off the site, including transit stops, public sidewalks and building entrances. Circuitous routes generally should be avoided except for an appropriate purpose given the use or setting.
 - e. Where pedestrian or bicycle routes cross access, maneuvering, parking or loading areas, the crossing must be clearly identified by using striping, elevation changes, speed bumps, a different paving material, and/or other method that effectively alerts drivers, pedestrians and cyclists of the location and nature of the crossing. Striping is discouraged as the only method of identification of pedestrian crossings due to maintenance problems and effectiveness in alerting drivers. When striping is used it must be continuously maintained in perpetuity in an effective manner by the property owner.
 - f. Where a pedestrian or bicycle route is parallel and adjoining an auto travel lane, the pedestrian or bicycle route must be safely separated from the auto travel lane by using a raised path, a raised curb, bollards, landscaping or other physical barrier.
4. Access Standards for Drive-In, Drive-Up and Drive-Through Uses.
 - a. All uses providing drive-in, drive-up and drive-through services as defined by the UDC shall provide on-site queuing spaces for in-bound vehicles as shown in Table 40.340.020-1. The minimum queuing space required for uses supplying multiple service terminals or windows will be set in site plan review.
 - b. A vehicle queuing space shall be eighteen (18) feet long and eight (8) feet wide and shall not be used for backing and maneuvering space for parking or other purposes.

Table 40.340.020-1. Minimum Queuing Spaces for Drive up, Drive in and Drive through Services	
Use	Requirement
Drive-in banks	5 spaces/service terminal
Drive-in restaurant	10 spaces/service window
Gasoline service stations	3 spaces/pump
Mechanical car washes	3 spaces/washing unit
Parking facilities:	
Free-flow entry	1 space/entry driveway
Ticket dispense entry	2 spaces/entry driveway
Manual ticket dispensing	8 spaces/entry driveway
Attendant parking	10% of the parking capacity served by the driveway
Other facilities	To be set in site plan or conditional use review

40.340.030 NEIGHBORHOOD PARKING PLAN

- A. Purpose. The board may adopt an on-street neighborhood parking plan which changes the use of public rights-of-way to increase the parking supply, changes the way parking is regulated, or incorporates a business/parking

improvements district established under RCW 35.87. Such neighborhood parking plan may be developed in a collaborative process between the affected neighborhood(s) and the county to respond to instances where neighborhoods desire to change the on-street parking layout within that neighborhood, including provisions for commercial vehicles within that neighborhood, to respond to certain situations respective to parking supply, commercial vehicle parking, or safety.

- B. Credits toward off-street parking requirements. In adopting a neighborhood parking plan, the board may allocate credits toward the off-street parking requirements of Section 40.340.010(B) for additional on-street parking supply created as part of the neighborhood parking plan. Credits will not be given for the following:
 - 1. Parallel parking created by a development to comply with Section 40.350.030;
 - 2. Off-street parking required under Section 40.340.010 unless approved by the responsible official pursuant to Section 40.340.010(A)(5);
 - 3. Instances where an increase in on-street parking supply in one (1) portion of the neighborhood is offset by decreases in parking supply in other area(s) of a neighborhood;
 - 4. Where the increase in parking supply is temporary;
 - 5. For parking spaces established further than three hundred (300) feet from the subject parcel receiving the credit.
- C. Process. Development of a neighborhood parking plan shall be undertaken under the direction of the County Engineer and be adopted by the board following a public hearing which has been advertised in accordance with Section 40.510.030(E). Proposed credits toward off-street parking shall be accompanied by the recommendation of the responsible official. Final design and construction plans shall be approved by the County Engineer.

40.350 TRANSPORTATION AND CIRCULATION

40.350.010 PEDESTRIAN/BICYCLE CIRCULATION STANDARDS

Pedestrian and bicycle circulation facilities shall be designed to provide safe, convenient and appropriate levels of access for pedestrians and bicyclists, and allow for unobstructed movements and access pursuant to the Americans with Disabilities Act, as amended.

- A. Applicability. This section applies to any subdivision, short plat, site plan application, or conditional use permit, provided that for the purposes of Sections 40.350.030(B)(4) and 40.350.030(B)(8), it shall also apply to applications for building permit or other applications for access to a public road, or to projects within the public right of way.
- B. Pedestrian Circulation/Sidewalks. For sidewalk construction standards, construction timing, construction bond and procedure, see Section 40.350.030(C)(4)(g). For sidewalks specifications, see the Standard Details Manual. For reference materials, see pedestrian facilities guidebook-incorporating pedestrians into Washington's transportation system, sponsored by WSDOT.
 - 1. Urban Areas. Sidewalks shall be constructed as provided below.
 - a. Where Required. Sidewalks shall be constructed along both sides of all public roads in urban areas in accordance with the standard plans. Sidewalks shall be constructed in accordance with the Standard Details Manual.
 - b. Exceptions. Sidewalk requirements may be waived or reduced where an approved pedestrian circulation plan is incorporated into the development application. Sidewalk requirements may also be reduced to one side only of the development frontage for new streets when topography or other physical features require a reduction in transportation standards. Any reduction in transportation standards requires a road modification pursuant to Section 40.550.010.
 - c. Width. Sidewalks shall be constructed to the minimum width listed in Table 40.350.010-1; provided:
 - (1) In instances where a minimum width less than five- (5) feet is approved, there shall be Americans with Disabilities Act compliant five- (5) foot by five- (5) foot landings every two hundred (200) feet.
 - (2) The remaining area between the curb and edge of right-of-way may be hardscaped if approved by the review authority.
 - d. Obstructions. Fixed objects such as trees, tree wells, mailboxes, fire hydrants, utility or telephone poles, or benches may be placed on the sidewalk; provided, a minimum unobstructed width of thirty-six (36) inches is provided.
 - e. At Transit Stops. Sidewalks at transit stops shall be a minimum of eight (8) feet wide and may abut the curb.
 - f. When Attached to Curbs. Where sidewalks abutting the curb have been approved, sufficient right-of-way or easement shall be established to provide a minimum of three (3) feet of clearance between the back of sidewalk and right-of-way.
 - g. Curb Ramps. On all curbed streets along the frontage of a development, ramped sections to facilitate passage of handicapped persons, in compliance with Americans with Disabilities Act, shall be constructed through curb and sidewalk at street intersections and other crosswalk locations.
 - h. Where intersecting with Driveways. Sidewalks crossing driveways shall be constructed in compliance with Americans with Disabilities Act (see the Standard Details Manual).
 - 2. Rural Areas. Commercial, industrial, conditional use, and public facility developments within rural centers shall construct detached sidewalks or walkways of Portland cement concrete or asphalt along all street frontages. Such facilities, when required, shall be constructed to urban standards.

Table 40.350.010-1. Sidewalk & Streetscaping Requirements

LAND USE	STREET	
	Arterials/Collectors	Local Access
Commercial, multifamily residential, public facilities, and institutional uses	6 ft. wide sidewalks. Hardscaping vs. landscaping allowed with approval.	5 ft. wide sidewalks. Hardscaping vs. landscaping permitted.
Single-family residential (including townhomes) and industrial ¹ uses.	6 ft. wide sidewalks. Hardscaping vs. landscaping allowed with approval.	5 ft. wide sidewalks. Hardscaping vs. landscaping permitted for industrial uses.
<i>¹Industrial uses containing over 5,000 square feet of office space shall comply with the requirements for commercial, multifamily residential, public facilities, and institutional uses.</i>		

C. Bicycle Circulation.

1. Urban Area. Where Required. Bike lanes shall be included in the reconstruction or new construction of any arterial or collector street if bike lanes are indicated in the Arterial Atlas or as required by the County Engineer.
 - a. Signage and Markings. Bike lanes shall include signage and pavement markings in conformance with the Manual on Uniform Traffic Control Devices.
 - b. Vertical Clearance. Bike facilities shall have an unobstructed vertical clearance of not less than eight (8) feet.
 - c. Reference Standards. Standards for bikeways consist of the following: Manual on Uniform Traffic Control Devices, USDOT, and Federal Highway Administration. For additional reference see "Guide for Development of New Bicycle Facilities", American Association of State Highway and Transportation Officials (AASHTO), 1991.
2. Rural Area. Rural area developments outside rural centers are not subject to the bicycle circulation requirements.

D. Bicycle guidelines. Bicycle areas are not required to meet the following standards; however, developments are encouraged to meet these standards to the extent practicable.

1. Design Guidelines.
 - a. Bicycle parking facilities should either be a lockable enclosure in which the bicycle is stored, or a secure stationary rack which supports the frame so the bicycle cannot easily be pushed or fall to one side. Racks that require a user-supplied lock should accommodate locking the frame and both wheels using either a cable or U-shaped lock.
 - b. Bicycle parking spaces should be at least six (6) feet long and two-and-one-half (2 1/2) feet wide, and overhead clearance in covered spaces should be a minimum of seven (7) feet.
 - c. A five- (5) foot aisle for bicycle maneuvering should be provided and maintained beside or between each row of bicycle parking.
 - d. Bicycle racks or lockers should be securely anchored.
 - e. Required bicycle parking should be well lighted and secure.
 - f. Bicycle parking should not obstruct walkways. A minimum five- (5) foot wide aisle shall remain clear.
 - g. If ten (10) or more bicycle spaces are provided for commercial development, then at least fifty percent (50%) of the bicycle spaces should be covered. A lockable enclosure shall be considered as a covered parking space.
 - h. All of the required bicycle parking for residential uses should be covered. This may include space provided in a carport or garage.
2. Location Guidelines.
 - a. Bicycle parking should be located on the site within fifty (50) feet of main building entrances and not farther from the entrance than the closest standard or compact motor vehicle parking space. Bicycle parking should have direct access to both the public right-of-way and to the main entrance of the principal use.

- b. For buildings or developments with multiple entrances, bicycle parking should be distributed proportionally at the various public entrances; employee bicycle parking should be located at the employee entrance, if appropriate.
- c. Bicycle parking may be located in the public right-of-way only with the approval of the responsible official.
- d. Bicycle parking may be provided within a building easily accessible for bicyclists.

E. Accessways.

- 1. Applicability. The review authority may require an off-street accessway be constructed to provide direct routes for pedestrians and bicyclists not otherwise provided by the street system to mitigate the impact of development.
- 2. Design. Accessways shall consist of a ten (10) foot minimum public easement and may be entirely hardscaped. All surfaces shall be designed to drain stormwater run-off to the side or sides of the accessway. Accessways shall comply with Americans with Disabilities Act standards.
- 3. Visibility. Accessways shall be constructed so that the entirety of the accessway is visible from one or more adjacent public streets. On-street parking shall be prohibited within fifteen (15) feet of the intersection of an accessway and a public street to preserve safe sight distances. A vertical clearance of eight (8) feet is required.
- 4. No Vehicular Access. Accessways shall be designed to prohibit motorized traffic. Curbs, bollards or branching the accessway into two narrower one-way paths before it reaches the roadway are suggested design considerations.
- 5. Stairways. Stairways may be provided only in addition to the accessway. Stairways shall be at least five (5) feet wide with a center handrail, and flat sloped surfaces along the outside on which bicycles may be walked.
- 6. Off-site Improvements. Developments shall not be required to provide public easements for accessways off-site to meet this requirement. If a public easement or public right-of-way is otherwise available off-site, the developer may be required to construct an accessway off-site up to one hundred and fifty (150) feet long to mitigate the impact of development.

40.350.020 TRANSPORTATION CONCURRENCY MANAGEMENT SYSTEM

- A. Purpose. This section implements the requirements in RCW 36.70A.070 that counties:
 - 1. Establish level of service standards for arterial and transit routes, and
 - 2. Ensure that such standards are met or reasonably funded before new development is approved.
- B. Applicability. This section applies to applications for subdivision, short subdivision, site plan review and conditional use permit approvals, which have a potential vehicular impact on the level of service of a segment or intersection of either:
 - 1. Any county roadway with a comprehensive plan functional classification of arterial or collector, or
 - 2. Any state highway of regional significance.
- C. Review authority. The review authority shall approve, approve with conditions, or deny proposed developments in accordance with the provisions of this section.
- D. Transportation impact study.
 - 1. A transportation impact study shall be required for all development applications in which the proposed development is projected to have an impact upon any affected transportation corridor or intersection of regional significance, unless the development application is exempt from the provisions of this section as provided for in Section 40.350.020(D)(7), or the requirement for a study has been waived by the Public Works director.
 - 2. A transportation impact study shall include, at a minimum, an analysis of the following elements:
 - a. trip generation, modal split, distribution, and assignment for the proposed development; and

- b. an analysis of the projected impact of the proposed development upon the current operating level of any affected transportation corridor or intersection of regional significance.
 - 3. A transportation impact study shall be prepared by and/or under the supervision of a registered professional engineer in the state of Washington.
 - 4. A transportation impact study shall be based on traffic counts obtained within twelve (12) months of the fully complete date of the development application as determined under Sections 40.510.010(B), 40.510.020(C), and 40.510.030(C). The traffic counts shall reflect representative traffic conditions within transportation corridors and at intersections of regional significance.
 - 5. A transportation impact study shall not be required to analyze impacts on affected transportation corridors or intersections of regional significance located more than the following distances from the proposed development (as measured by straight-line distance):
 - a. Fifty (50) or less new peak hour trips at development site: one (1) mile;
 - b. Fifty-one (51) to two hundred fifty (250) new peak hour trips at development site: two (2) miles;
 - c. Two hundred fifty-one (251) or more new peak hour trips at development site: three (3) miles.
 - 6. The Public Works director reserves the right to require an applicant to provide additional data and/or analysis as part of a particular transportation impact study, where the Public Works director determines that additional information or analysis is required to implement the standards and requirements contained in this section.
 - 7. No traffic impact study shall be required, pursuant to the provisions of this section, where the proposed development will generate less than ten (10) peak hour vehicle trips. However, these proposed developments are still subject to concurrency reviews and require concurrency approvals.
 - 8. Upon the written request of an applicant, the Public Works director may waive the requirement for a transportation impact study, or limit the scope of analysis and required elements of a traffic impact study where the Public Works director determines that the potential transportation impacts upon the affected transportation corridor(s) and/or intersection(s) of regional significance have been adequately analyzed in prior research or reports and/or are not projected to cause a reduction in the operating level of affected transportation corridors and/or intersections.
- E. Requirements for concurrency approval.
- 1. Each development application subject to the provisions of this section shall require a concurrency review. No development application may be approved by the review authority until such time as a concurrency approval or conditional concurrency approval has been issued by the Public Works director.
 - 2. The concurrency determination for multiple development applications impacting the same transportation corridors or intersections shall be tested chronologically in accordance with the respective applications' fully complete dates as determined under Sections 40.510.010(B), 40.510.020(C), and 40.510.030(C) (but not the contingent vesting provisions of Sections 40.510.010(D), 40.510.020(G), and 40.510.030(G)). For the purpose of this subsection only, the fully complete date for an application delayed in processing for sixty (60) days or longer due to actions or inaction of the applicant (as determined by the responsible official) shall be adjusted according to the length of such delay.
 - 3. The Public Works director shall issue a concurrency approval where the Public Works director determines that the proposed development's impacts upon all affected transportation corridors and intersections of regional significance do not result in the operating levels for the transportation corridors, signalized intersections, and unsignalized intersections falling below the adopted level of service standards established in Section 40.350.020(H).
 - 4. A concurrency review and approval shall not be required for those affected transportation corridors and intersections of regional significance located more than the following distances from the proposed development (as measured by straight-line distance):
 - a. Fifty (50) or less new peak hour trips at development site: one (1) mile;
 - b. Fifty-one (51) to two hundred fifty (250) new peak hour trips at development site: two (2) miles;
 - c. Two hundred fifty-one (251) or more new peak hour trips at development site: three (3) miles.
 - 5. The Public Works director may approve and condition mitigation (if volunteered by the applicant) where the Public Works director determines that the proposed development's projected impacts upon an affected transportation corridor or intersection of regional significance can be offset by the mitigation such that the

operating levels will not further deteriorate because of the additional traffic generated by the proposed development. The review authority may approve a development when the Public Works director determines that achieving the level of service standards would cause significant negative environmental impacts as identified in a SEPA review.

6. Appeals to the determination of the Public Works director with respect to concurrency shall be made in accordance with Sections 40.510.010(E), 40.510.020(H), and 40.510.030(H). Applications reviewed as Type I and Type II procedures shall be appealed as Type II procedures. For applications reviewed as Type III procedures, the Public Works director's determination shall be treated as a recommendation to the review authority.
- F. Determination of operating levels. The operating level for a transportation corridor, signalized intersection, and/or unsignalized intersection shall be defined as the traffic characteristics of those roadways and intersections with consideration of the following factors:
1. The existing traffic levels on the roadways and intersections;
 2. Any mitigation measures proposed by the applicant which will be completed and/or implemented prior to occupancy of the proposed development;
 3. Any mitigation measures conditioned to other approved developments which will be completed and/or implemented prior to occupancy of the proposed development;
 4. The traffic impacts of the proposed development on the affected transportation corridors and intersections;
 5. The traffic impacts of other approved developments not yet fully built-out on the affected transportation corridors and intersections;
 6. Any improvements being implemented as part of the county's transportation improvement program that are reasonably funded and scheduled for completion of construction within three (3) years of the final date for a decision upon the development application;
 7. Any capacity which has been assigned or reserved to other and/or future developments pursuant to the terms of a development agreement or capacity reservation authorized and executed under the provisions of this chapter;
 8. Any background traffic growth or traffic from developments exempt from the requirements of this chapter that the Public Works director determines could have an impact on the operating level of the transportation corridors or intersections;
 9. Any other factors that the Public Works director has determined could have an impact on the operating level of the transportation corridors or intersections.
- G. Level of service standards.
1. Level of service or LOS standards shall be as follows:
 - a. The minimum travel speeds for each designated transportation corridor are shown in Table 40.350.020-1. A map of designated transportation corridors is on file at the Public Works department transportation/concurrency offices in Vancouver, Washington.
 - b. Within the designated transportation corridors, individual movements at each signalized intersection of regional significance shall not exceed an average of two cycle lengths or two hundred forty (240) seconds of delay (whichever is less). All signalized intersections located inside of incorporated cities shall be excluded from this requirement.
 - c. Outside of designated transportation corridors, all signalized intersections of regional significance shall achieve LOS D standards or better, except the intersections of SR-500/Falk Road and SR-500/NE 54th Avenue which shall achieve LOS E standards or better.
 - d. All unsignalized intersections of regional significance in the unincorporated county shall achieve LOS E standards or better (if warrants are not met). If warrants are met, unsignalized intersections of regional significance shall achieve LOS D standards or better. The signalization of unsignalized intersections shall be at the discretion of the Public Works director and shall not be obligated upon the county to meet this LOS standard.
 - e. The LOS standards shown in Table I shall be reduced by three (3) mph for those proposed developments that the Public Works director determines comply with the mitigated LOS standards for master-planned developments pursuant to Section 40.350.020(N).

- f. The LOS standards identified in this subsection shall be applied during peak hour traffic conditions.
2. The LOS standards established in this subsection shall be applied and interpreted as stated in the administrative manual prepared pursuant to Section 40.350.020(M).
3. The LOS standards and the operating levels for each transportation corridor and intersection of regional significance shall be evaluated and reviewed on an annual basis by the board.
4. Notwithstanding the provisions for the annual review of LOS standards pursuant to this section, the board reserves the authority to enact and renew emergency moratoria and interim zoning or other official controls upon development approvals affecting designated transportation corridors and intersections of regional significance pursuant to RCW 36.70A.390, and may specify qualifications or conditions for the application of such moratoria and interim zoning or other official controls.

Table 40.350.020-1. Travel Speed Standards

Corridors	Corridor Limits Description	Corridor Distance (mi.)	Minimum Travel Speeds (mph)	Equivalent Travel Time (min)
North-South Roadways				
Lakeshore Avenue	Bliss Rd to NE 78th St	3.54	22	9.65
Hazel Dell Avenue	Highway 99 to NE 63rd St	3.57	22	9.74
Highway 99 and NE 20th Avenue				
NE 20th Avenue (North)	NE 179th St to S of NE 134th St	2.72	17	9.60
Central	N or NE 134th St to NE 99th St	2.10	13	9.69
South	NE 99 th St to NE 63rd St	1.79	17	6.32
St. Johns Road	NE 119th St to NE 68th St	2.53	22	6.90
NE 72nd Avenue	SR-502 to NE 119th St	5.00	27	11.11
Andresen Road	NE 119th St to NE 58th St	3.07	13	14.17
Gher / Covington Road	Padden to SR-500	1.76	17	6.21
SR-503				
North	SR-502 to NE 119th St	5.09	27	11.31
South	NE 119th St to Fourth Plain	2.80	13	12.92
Ward Road	Davis Rd to SR-500	1.18	13	5.45
NE 162nd Avenue	Ward Rd to NE 39th St	2.39	22	6.52
NE 182nd Avenue	Risto Rd to Davis Rd	4.43	27	9.84
East-West Roadways				
SR-502	SR-503 to NE 179th St	7.51	27	16.69
179th Street				
West	NW 41st Ave to I-5	2.40	22	6.55
West Central	I-5 to NE 72nd Ave	2.97	22	8.10
139th Street and Salmon Creek Avenue				
139th Street West	Seward Rd to I-5	2.66	22	7.25
Salmon Creek Avenue (West Central)	I-5 to NE 50th Ave	2.20	13	10.20
119th Street				
West	Lakeshore to Hazel Dell	2.21	22	6.03
West Central	Hwy 99 to NE 72nd Ave	2.64	17	9.32
East Central	NE 72nd Ave to SR-503	2.26	22	6.16
99th Street				
West	Lakeshore to I-5	1.97	22	5.37
West Central	I-5 to St. Johns Rd	2.13	22	5.81
East	SR-503 to NE 172nd Ave	2.76	22	7.53

Table 40.350.020-1. Travel Speed Standards

Corridors	Corridor Limits Description	Corridor Distance (mi.)	Minimum Travel Speeds (mph)	Equivalent Travel Time (min)
Padden Parkway (East Central)	I-205 to SR-503	1.91	22	5.21
78th / 76th Street				
West	Lakeshore to I-5	1.31	17	4.62
West Central	I-5 to Andresen	2.99	17	10.55
East Central	Andresen to SR-503	2.43	17	8.58
East	SR-503 to Ward Rd	1.65	17	5.82
Fourth Plain Boulevard				
East Central	I-205 to SR-503	1.03	13	4.75
East	SR-503 to 162nd Ave	2.33	13	10.75
63rd Street				
West Central	Hazel Dell to Andresen	3.25	22	8.86
East Central	Andresen to NE 107th Ave	1.91	17	6.74

- H. Exemptions from concurrency requirements. The following types of development applications shall not be subject to a concurrency denial:
1. K-12 public schools incorporating commitments to commute trip reduction consistent with Chapter 5.50 of this code;
 2. Fire/police stations;
 3. Public transit facilities.
- I. Concurrency survey.
1. For purposes of monitoring the cumulative transportation-related impacts of developments which are exempt from the requirements of this section, such development applications shall be required to submit a concurrency survey for review by the Public Works director.
 2. Submittals of concurrency surveys shall be made upon written forms provided by the director and shall be filed with the Public Works director. The concurrency survey shall indicate, at a minimum:
 - a. The type and location of the development;
 - b. An identification of all affected transportation corridors and intersections of regional significance;
 - c. The specific reason the development is exempt from the provisions of this section;
 - d. An estimate of the projected total peak hour trips that will be generated by the development; and
 - e. An estimate of the date of occupancy of the development.
 3. The Public Works director shall review and approve the concurrency survey, and may require the submission of additional information prior to approving the survey.
 4. No development application may be approved by the review authority until such time as the applicant has complied with the requirements of this subsection, and the Public Works director has approved the concurrency survey.
- J. Reservation of capacity.
1. Upon issuance of a concurrency approval by the Public Works director, the transportation capacity allocated by the Public Works director to the development application shall become encumbered capacity. This encumbered capacity shall not be considered for use by another development application until such time as the concurrency approval expires pursuant to Section 40.350.020(J)(4).
 2. Upon issuance of a development approval by the review authority, this encumbered capacity shall become reserved capacity and shall not be considered for use by another development application.
 3. Reserved capacity shall not be transferable to another development upon another site. Reserved capacity from a previous development approval shall not be transferable to a different land use development upon the same site.

4. Concurrency approvals shall be valid for the same period of time as the development approval, and shall expire upon the date the development approval expires. Notwithstanding the provisions of this subsection, a concurrency approval shall expire upon the date the development application for which the concurrency approval was required is:
 - a. Withdrawn by the applicant; or
 - b. Denied approval by the review authority; provided, that for purposes of this section, an application shall not be deemed to be denied by the review authority until a final decision has been issued pursuant to any administrative appeal under Sections 40.510.010(E), 40.510.020(H), and 40.510.030(H); or until a final decision has been rendered by a superior court with competent jurisdiction, where such judicial appeal has been filed in a timely way.
- K. Capacity reservation for development agreements. The board may reserve capacity, prior to approval of a development application by the review authority, through the approval of a development agreement authorized and executed under the provisions of RCW 36.70B.170. This reserved capacity shall be accounted for in establishing and reviewing LOS standards and in the determination of operating levels for transportation corridors and intersections.
- L. Capacity reservation for a preferred land use.
 1. Where the board finds that there is a significant public interest or need to provide for the approval of a preferred land use that would affect the transportation corridors and/or intersections of regional significance, the board following a public hearing may provide for the reservation of capacity for such land use. The board may direct, by ordinance, that the transportation capacity necessary to accommodate such land use be reserved for the future approval of such land uses.
 2. Such reservation shall be for an identified period of time and shall be subject to annual review by the board. This reserved capacity shall be accounted for in establishing and reviewing LOS standards and in the determination of operating levels for the transportation corridors and intersections.
- M. Establishment of administrative manual.
 1. The Public Works director shall establish and adopt the methodology and criteria to be used to identify transportation corridors and evaluate the operating level for each transportation corridor and intersection of regional significance.
 2. The Public Works director shall establish and adopt the methodology and criteria to be used to identify and evaluate the transportation impacts of developments which are required to be addressed in the transportation impact studies required by Section 40.350.020(D).
 3. The Public Works director shall publish and regularly update an administrative manual setting forth the methodology and criteria adopted for the purposes described in subsections (M)(1) and (M)(2).
 4. A copy of the most recent version of the administrative manual shall be made available for public inspection and review.
 5. The provisions of the administrative manual shall be consistent with and implement the provisions of this section. To the extent the provisions of the manual are inconsistent with the provisions of this section, the provisions of this section shall control.
- N. Mitigated level of service for master-planned developments. Mitigated level of service standards shall be approved for master-planned industrial, university or office uses, which the review authority finds:
 1. Provides for family wage jobs as defined in Section 40.350.020(O);
 2. Are approved under Section 40.520.070, or, if previously approved, are found to substantially comply with Section 40.520.070;
 3. Are served by a transportation corridor which incorporates measures to mitigate traffic congestion, such as high occupancy vehicle lanes, fifteen (15) minute or better peak hour transit service, freeway ramp metering, or traffic signal coordination; and
 4. Incorporates a commitment to commute trip reduction for all industrial, university and office on-site employers, consistent with Chapter 5.50.

O. Criteria for family-wage job definition.

1. "Threshold family wage" is the income and benefit package needed to support a three (3) person, single-earner family that precludes them from eligibility for supplemental public assistance. The threshold family wage includes a cash wage and a minimum benefit package. The benefit package must be present, but is not generally included in the value of the cash wage. A cash wage that meets the threshold but does not include benefits does not meet the definition.
 - a. The threshold cash wage is measured by calculating the county's average annual covered wages, plus twenty-five percent (25%). The annual covered wage data is calculated by and shall be obtained from the Washington Department of Employment Security. "Covered wages," means wages covered under unemployment compensation laws.
 - b. To be considered for inclusion in the threshold family wage, a minimum benefit package equal to twelve and one-half (12 ½ %) percent of the average annual covered wage of the industry or actual average annual covered wages of the employees, whichever is lower, must be provided and available. Benefits provided by the employer must include, but are not limited to, an employer-paid health insurance, retirement or defined benefit program and a personal leave program.
 - c. Any benefits with a cash equivalent value in excess of seventeen and one-half (17½ %) percent of the cash wage may be credited toward cash wage if it falls under the threshold. Excess benefit value may include, but is not limited to, such things as a cafeteria plan, dental, vision, childcare; however, the definition does not include the value of stock options or other investment-based benefits.
2. Standards.
 - a. To be eligible for mitigated level of service, an employer or prospective employer or employer group(s) must demonstrate that the median number of all covered wage jobs will meet or exceed the threshold family wage. Family wage jobs may be demonstrated by any of the following methods:
 - (1) Provide written documentation such as payroll history, tax records or other verification, as approved by the development approval authority, that average annual covered wages will meet or exceed the threshold family wage. The covered wages are measured at the company's own established internal thirty-six (36) month level-of-pay scale offered to employees, excluding overtime, in place at the time of application for mitigated level of service; or
 - (2) Provide copy of the three (3) digit Standard Industrial Classification code for the business(es) applying for the mitigated LOS incentive. If the average annual covered wages for the industry classification meet or exceed the threshold family wage, and benefits as defined herein are provided, it is assumed that the employer meets the threshold family wage. Washington Department of Employment Security data shall be used to determine compliance with this criteria; or
 - (3) Sign a developer agreement to include affirmation of the fact that average annual wages of all on-site industrial or office employers will meet the threshold family wage upon legal occupancy of the building(s); and
 - b. Provide a signed, notarized statement and documentation that a minimum benefit package as prescribed in subsection (1)(b) of this section is provided and available to all regular full-time employees.
3. Director Obligations. The threshold family wage shall be updated annually in the county code by the Community Development director or designee upon publication of the average annual covered wages for Clark County by the Washington Department of Employment Security.
4. Enforcement.
 - a. At the time of annual update of the threshold family wage data, each recipient of mitigated LOS standard shall be reviewed for compliance with the threshold family wage criteria. This review shall include all employers who have had continuous occupancy of their development for a period of at least thirty-six (36) months and who have not been released from the requirements of this section UDC. The review shall take place for five (5) consecutive years including the first thirty-six (36) month review. The review shall consist of confirmation with the Washington Department of Employment Security that reported average annual covered wages for the past year meets or exceeds the threshold family wage.

- b. If, after thirty-six (36) months after the date of certificate of occupancy of a building or addition thereto, or as specified in a developer agreement, the recipient fails to meet the threshold family wage for the median of all thirty-six (36) month level-of-pay scale covered wage workers, the developer/employer shall pay a monetary penalty to the county. The penalty moneys shall then be used by the county to improve public roadways and intersections in the vicinity of the development. The amount of the penalty will be calculated as the difference between the threshold family wage required to satisfy the mitigated LOS eligibility standard and the actual average wage paid by the employer, multiplied by the total number of covered wage workers of the employer. This amount will then be increased by fifty percent (50%) and interest added consistent with RCW 82.02.020. The total amount added together will be considered as the amount of the penalty.
 - c. If the threshold family is not met after the annual reviews, the penalty shall be as follows:
 - Third year: one hundred percent (100%) of the amount calculated in subsection 4.b. above;
 - Fourth year: eighty percent (80%) of the amount calculated in subsection 4.b. above;
 - Fifth year: seventy percent (70%) of the amount calculated in subsection 4.b. above;
 - Sixth year: sixty percent (60%) of the amount calculated in subsection 4.b. above;
 - Seventh year: fifty percent (50%) of the amount calculated in subsection 4.b. above;
 5. Expenditure of Funds. The penalty funds shall be expended or encumbered for a permissible use within five (5) years of receipt, consistent with RCW 82.02.020.
- P. Application of SEPA to the director's determinations. Any determination made by the Public Works director pursuant to this section shall be an administrative action that is categorically exempt from the State Environmental Policy Act.

40.350.030 STREET AND ROAD STANDARDS

A. Overview

1. Purpose. It is the purpose of this section to establish minimum standards for public and private transportation facilities for vehicles, public transit, pedestrians, and bicycles, hereinafter constructed or improved as a condition of county approval of a development, or a transportation project constructed by the county. These standards are intended to preserve the community's quality of life and to minimize total costs over the life of the transportation facility.
2. Applicability. This section applies to any subdivision, short plat, site plan application, or conditional use permit, provided that for the purposes of Sections 40.350.030(B)(4) and 40.350.030(B)(8), it shall also apply to applications for building permit or other applications for access to a public road, or to projects within the public right of way.
3. Relationship to comprehensive plan.
 - a. Clark County is required by RCW 36.70A.040(3) to ensure that any development regulations adopted subsequent to the comprehensive plan "...are consistent with and implement the comprehensive plan..."
 - b. This section is consistent with and implements the goals and policies listed in the comprehensive plan as hereafter amended by subarea plans such as West Felida circulation plan and the Salmon Creek/Fairgrounds regional road plan. Particular attention has been paid to Chapter 5, Transportation Element.
 - c. Interpretations of this section shall be consistent with the effective Arterial Atlas. The Arterial Atlas identifies all arterials and collectors and specifies the design of these facilities in general terms.
 - d. This section implements the trails and bikeways system plan through the Arterial Atlas. The atlas requires pedestrian and/or bicycle facilities to be included as part of certain arterial and collector designs where the trails and bikeways system plan indicates such facilities are to be located. This section requires the inclusion of urban trails and bikeways in any frontage improvements constructed in accordance with the Arterial Atlas.
4. Functional classifications—Purpose. The purpose of a functional classification system for county roads is to define varying levels and types of transportation infrastructure and to provide for the safe and efficient movement of people and goods, while preserving residential areas and maintaining the economic vitality of commercial and industrial areas. The system classifies transportation facilities as either urban or rural

roads. Within urban roads, they are further divided into arterials, collectors, and access roads; within rural roads, they are divided into collectors and access roads.

Existing and proposed arterials and collectors are shown on the current Arterial Atlas as hereafter amended. The county's functional classification system for arterials is intended to be in compliance with the federal classification system.

5. Functional classifications—Urban roads. Urban roads are classified as outlined below:

a. Arterials.

- (1) Parkway Arterial. "Parkway arterial" (the principal arterial parkway referred to in the Arterial Atlas), is the highest classification within the county's functional classification system. The purpose of this county road is to carry high volumes of traffic through the urban area and between major activity centers of regional impact. This class of road is of great importance in the regional transportation system as it carries a high proportion of the total urban area travel. Access is normally limited to intersections with other arterials. Direct land access is prohibited.
- (2) Principal Arterial. "Principal arterial" is the basic element of the county's road system. All other functional classifications supplement the principal arterial network. Access is generally limited to intersections with other arterials and collectors. Direct land access is minimal and controlled, but less restrictive than access from parkway arterial.
- (3) Minor Arterial. "Minor arterial" collects and distributes traffic from principal arterials to streets of lower classifications and may allow for traffic to directly access destinations. They provide for movement within subareas of the county, whose boundaries are largely defined by principal arterial roadways. They serve through traffic and provide direct access for commercial, industrial, office and multifamily development but, generally, not for single-family residential properties.

b. Collectors—Urban Collector. "Urban collector" provides for land access and traffic circulation within and between residential neighborhoods, and commercial and industrial areas. Direct access to adjacent land uses, however, is still subordinate to traffic movement. Access to abutting properties is controlled through the use of raised channelization, driveway spacing and pavement markings. Typically, collectors are not continuous for any great length, nor do they form a connected network by themselves. Parking is allowed only on two-lane urban collectors (see the Standard Details Manual) where bike lanes are not specified.

c. Access Roads.

- (1) Neighborhood Circulator. "Neighborhood circulator" serves to distribute traffic from collectors and provides direct access for abutting properties. Through trips are discouraged and parking is allowed. In general, these streets connect to collectors.
- (2) Local Residential Access. "Local residential access" streets provide direct access to adjoining properties within a neighborhood. Through trips are discouraged and parking is allowed. In general, these streets do not directly connect to arterials or collectors.
- (3) Residential Loop. "Residential loop" streets are a special category of local residential access streets with outlets that begin and end on the same street or on different streets but orientated in such a way that they would only be used for access to residences on that loop. They are less than one thousand two hundred (1,200) feet in length. Through trips are discouraged and parking is allowed.
- (4) Cul-de-sac. "Cul-de-sac" streets provide an outlet at one end only and are constructed with a turnaround at the other. They are a maximum of six hundred (600) feet in length. Parking is allowed.
- (5) Short Cul-de-sac. "Short cul-de-sac" streets have a two- (2) foot narrower roadway than cul-de-sacs. They are a maximum one hundred fifty (150) feet in length and serve no more than eighteen (18) dwelling units. Parking is allowed.
- (6) Alley. "Alley" streets are secondary accesses to the back side of lots. This allows streets at the front of properties not to be encumbered with driveways and is an alternative to frontage access. Parking is not allowed.
- (7) Infill A Roadway. "Infill A roadway" is a twenty- (20) foot public or private roadway within a minimum twenty-five- (25) foot easement used to serve up to eight (8) lots in an infill development. Parking is not allowed.

- (8) Infill B Private Roadway. "Infill B private roadway" is a twelve- (12) foot roadway within a minimum twenty- (20) foot private easement for a maximum of 150 feet in length used to serve a maximum four (4) lots. Parking is not allowed.
 - (9) Urban Industrial. "Urban industrial" streets serve to distribute traffic from arterials and provide direct access to abutting industrial properties. Primary industrial streets have three (3) or five (5) lanes. Secondary industrial streets have two (2) lanes. Through trips are discouraged and parking is allowed.
 - (10) Fire Apparatus Access Road. Refer to Chapter 15.12.
- 6. Functional classifications—Rural roads. Following are the county rural road classifications as designated in the Arterial Atlas, as amended:
 - a. Collectors.
 - (1) Rural Major Collector. "Rural major collector" roads are rural extensions of urban principal arterials and some urban minor arterials. Their primary purpose is to link rural centers with larger towns nearby, and to state arterial routes. The provision of land access remains subordinate to providing for traffic movement. Parking is not allowed.
 - (2) Rural Minor Collector. "Rural minor collector" roads serve the remaining rural area. They connect local traffic to rural major collectors and state arterial routes and may be rural extensions of urban minor arterials or urban collectors. They are spaced so as to be accessible to all developed areas within the county. The provision of land access is given the same priority as the provision of traffic movement. Parking is not allowed.
 - b. Access Roads.
 - (1) Local Access. "Local access" roads provide access from parcels to the rural collector system. Parking is not allowed unless an extra eight (8) feet wide paved area is provided.
 - (2) Loop. "Loop" roads are local access roads with outlets that begin and end on the same road. Parking is not allowed unless an extra eight (8) feet wide paved area is provided.
 - (3) Cul-De-Sac. "Cul-de-sac" roads are local access roads with an outlet at one end only and are constructed with a turnaround at the other end. Parking is not allowed unless an extra eight (8) feet wide paved area is provided.
 - (4) Fire Apparatus Access Road. Refer to Chapter 15.12.
- 7. Scenic routes.
 - a. Scenic routes are roadways with unique scenic or historical features, officially designated by the board. Scenic routes seek to enhance, preserve and facilitate the enjoyment of those scenic or historical features unique to each route.
 - b. Scenic route design may allow reduced design speed and modified roadway and right-of-way widths to preserve naturally occurring scenic beauty unique to the location of the route. When possible, existing alignment and roadway sections shall be used. Special features, such as vehicle turnouts for vista areas or bicycle/pedestrian facilities, may be provided. Urban or rural collector standards shall be used for right-of-way and roadway sections. The Public Works director may modify the standards to accommodate unique scenic or historic design considerations.
 - c. A traffic analysis to determine the impacts on arterials, collectors, and access roads shall be completed prior to designating a facility a scenic route.
 - d. Scenic routes are designated as such in the Arterial Atlas, as amended. The routes officially designated as scenic within Clark County are the Evergreen Highway and Lucia Falls Road.
- 8. Urban reserve, urban holding areas and rural centers. The following are special applications of the functional classifications. Chapter 5 of the comprehensive plan lists additional transportation improvements required in specific geographic areas.
 - a. New developments permitted outright within the urban holding and urban reserve areas of the county shall meet rural road standards, except that the right-of-way for rural local access roads shall be a minimum of fifty-four (54) feet to allow a neighborhood circulator street.
 - b. Conditional uses in the urban holding and urban reserve areas that are urban in character shall meet urban road standards for frontage improvements and provide additional right-of-way as needed to meet urban road spacing requirements to ensure that the area can transition efficiently to anticipated urban uses.

- c. Where urban frontage improvements are required and the road to be improved has a rural classification, Table 40.350.030-1 shall be used to convert rural classifications to urban.
- d. New developments within rural centers shall meet rural road standards; provided, that all public roads, and all non-residential private roads, shall be paved and constructed with detached sidewalks.

Table 40.350.030-1. Rural / Urban Classification Conversion		
Rural Classification	Converts to	Urban Classification
Rural Major Collector (R-2)	←→	Urban Minor Arterial: two lanes, center turn lane and bike lanes (M-2cb)
Rural Minor Collector (RM-2)	←→	Urban Collector Arterial: two lanes (C-2)
Rural Local Access	←→	Urban Neighborhood Circulator
Rural Loop	←→	Urban Local Residential Access
Rural Cul-de-Sac ¹	←→	Urban Cul-de-Sac
¹ No maximum length		

B. Standards for Development Review

1. Transportation Impact Study. The requirements for a transportation impact study are stated in Section 40.350.020(D).
2. Circulation plan.
 - a. Purpose and Applicability. The purpose of this section is to ensure adequate cross-circulation in a manner which allows subsequent developments to meet these standards, and to provide a mechanism for integrating various streets into an efficient and safe transportation network. Developments that are required to conduct a transportation impact study or construct frontage improvements shall meet the requirements of this section.
 - b. Information Requirements for a Circulation Plan. Applicants shall submit a circulation plan which includes the subject site and all adjacent parcels. Proposed streets must be shown to the point of connection with the existing street system within six hundred (600) feet. The circulation plan shall demonstrate feasibility with development of adjacent properties, or may revise the off-site portion of prior approved plans. Circulation plans shall also be consistent with the Arterial Atlas, as amended. A circulation plan shall be submitted at application. Draft circulation plans may be submitted at pre-application.
 - (1) Information Requirements for Developments in Urban Area. Urban circulation plans shall be schematic in nature and to an engineering scale (e.g. 1" = 100', 1" = 200', 1" = 400'). The plan should include sufficient offsite and onsite conditions to evaluate it against the review criteria. It shall include:
 - (a) Proposed project boundary;
 - (b) Existing and proposed streets, transit routes and facilities, and other pedestrian/bicycle destinations within six hundred (600) feet of the project boundary;
 - (c) Site access points for vehicles, pedestrians, bicycles, and transit; and
 - (d) Sensitive lands (wetlands, shoreline, geologic hazard, floodplain, etc.), if they are contained in the county's information package.

The circulation plan should be prepared on 8 1/2" x 11" or 11" x 17" or 24" x 36" format, and can be superimposed on the "arterials, C-Tran routes, parks and trails" and "elevation contours" page provided with the developer's GIS Packet. Additional explanation or an additional legend may be required to adequately show proposed on-site facilities.
 - (2) Information Requirements for Developments in Rural Area. Rural circulation plans shall be schematic in nature and based on the appropriate quarter-section map. The plan should include sufficient on-site and off-site conditions to evaluate it against the review criteria. Rural circulation plans shall include:
 - (a) Proposed project boundary;
 - (b) How the project site connects to the existing street system;

- (c) Any arterials identified in the arterials atlas, as amended, within eight hundred (800) feet of the site.
- c. Review Criteria for an Urban Circulation Plan.
- (1) Cross-circulation. Cross-circulation shall be provided in a manner, where possible, that will allow subsequent developments to meet these standards.
- (a) Block Length. Block lengths shall be between one hundred (100) to eight hundred (800) feet; provided, that where a block is partially defined by an arterial or industrial road the block lengths along the arterial shall be no less than the minimum full access intersection spacing specified in Table 40.350.030-2 through Table 40.350.030-6.
- (b) Block Perimeter. The block perimeter shall not exceed three thousand two hundred (3,200) feet unless accessway(s) for pedestrian or bicycle circulation are provided or where topographic or other physical constraints preclude achieving this standard.
- (2) Access Street System. The access street system shall:
- (a) Provide convenient parcel access to and from adjacent arterials and/or collectors;
- (b) Be designed to discourage external traffic from short-cutting;
- (c) Be designed to discourage vehicular speeds in excess of legal speed limits;
- (d) Be designed for convenient circulation of internal traffic without reliance on the arterial systems;
- (e) Support direct travel by pedestrians, bicyclists, and transit users, and;
- (f) Discourage unnecessary streets and hard surfaces.
- d. Review Criteria for Rural Circulation Plan. Rural circulation plan shall show how the development connects to arterials, within eight hundred (800) feet of the site, that are defined in the Arterial Atlas.
3. Transportation design criteria. The design criteria set out in Tables 40.350.030-2 through 40.350.030-6 are adopted as a portion of the Clark County standard specifications. Such criteria are applicable to roads located within and adjacent to a development. These criteria are intended for normal conditions. The responsible official may require higher standards for unusual site conditions.

Table 40.350.030-2. Design Criteria For Urban Arterials And Urban Collectors

Design Criteria		Arterials			Collector
		Parkway Arterial Dwgs 1 - 1a	Principal Arterial Dwgs 2 - 5a	Minor Arterial Dwgs 6 - 10	Urban Collector Dwgs 11 - 12
Maximum Spacing			2 - 5 miles	<2 miles	<2 miles
Minimum R/W (ft.)	2 lane	NA	NA	NA	60
	3 lanes w/bike	NA	80	80	70
	4 lane	NA	NA	80	NA
	4 lane w/CLT	90	90	90	NA
	4 lane w/bike	NA	NA	90	NA
	4 lane w/CLT & bike	100	100	100	NA
	6 lane w/CLT	110	110	NA	NA
Lane Width (ft.)	6 lane w/CLT & bike	120	120	NA	NA
	2 lane	NA	NA	NA	11
	3 lanes w/bike	NA	12	12	12
	4 lane	NA	NA	12 - 13	NA
	4 lane w/CLT	11 - 12	11 - 12	11 - 12	NA
	4 lane w/bike	NA	NA	12	NA
	4 lane w/CLT & bike	11 - 12	11 - 12	11 - 12	NA
Median Width (ft.) ¹	6 lane	11 - 12	11 - 12	NA	NA
	3 lanes w/bike	NA	12	12	12
	4 lane	16	14	14	NA
Shoulder/Parking (ft.) ²	6 lane	14	14	NA	NA
	2 lane	8	NA	NA	NA

Table 40.350.030-2. Design Criteria For Urban Arterials And Urban Collectors

Design Criteria		Arterials			Collector
		Parkway Arterial Dwgs 1 - 1a	Principal Arterial Dwgs 2 - 5a	Minor Arterial Dwgs 6 - 10	Urban Collector Dwgs 11 - 12
Roadway Width (ft.)	2 lane	NA	NA	44	38
	3 lanes w/bike	NA	46	46	46
	4 lane	NA	NA	50	NA
	4 lane w/CLT	NA	60	60	NA
	4 lane w/bike	NA	NA	58	NA
	4 lane w/CLT & bike	80	70	70	NA
	6 lane	NA	NA	NA	NA
	6 lane w/CLT	82	82	NA	NA
	6 lane w/CLT & bike	92	92	NA	NA
Design Speed (MPH)		50	50	40	35
Maximum Grade (%) ³	Flat	6	6	6	7
	Rolling	7	7	8	9
	Mountainous	9	9	10	10
Minimum Centerline Radius (ft.)	Flat	1,145	1,145	955	575
	Rolling	715	715	560	440
	Mountainous	410	410	410	330
Design Volume (ADT)	2 lane	NA	NA	12,000	12,000
	3 lane w/bike	NA	16,000	16,000	16,000
	4 lane	NA	NA	18,000	NA
	4 lane w/CLT	24,000	24,000	24,000	NA
	6 lane	40,000	40,000	NA	NA
Min. Full Access Intersection Spacing (ft.)		1,000	600	500	275
Sidewalk (both sides)		12' trail	6'	6'	6'
Curb and Gutter required			18" C&G	18" C&G	18" C&G
Minimum Intersection Curb Return Radii (ft.) ⁴		35	35	35	35
Minimum R/W Radius Chords		25	25	25	25

¹ Medians fourteen (14) foot wide or greater are raised; 12' medians may include turn lanes.

² Shoulders may be widened for short distances where guardrail is planned. Parking limited to urban collectors (2 lanes).

³ May be steeper for short distances where permitted by AASHTO Guidelines.

⁴ Forty-five (45) foot radius will be required on roads where truck/transit will use, and there is only one lane of traffic.

Table 40.350.030-3. Design Criteria for Rural Collectors			
Design Criteria		Major Collector Drawing 23	Minor Collector Drawing 24
Minimum Spacing		<2 miles	<2 miles
Minimum R/W (ft.)	2 lane	60	60
Lane Width (ft.)	2 lane	12	12
Median Width (ft.)	2 lane	NA	NA
Shoulder/Parking (ft.)	2 lane	8	8
Roadway Width (ft.)	2 lane	40	40
Design Speed (MPH)	Flat	50	50
	Rolling	40	40
	Mountainous	30	30
Maximum Grade (%)	Flat	6	6
	Rolling	8	8
	Mountainous	10	10
Minimum Centerline Radius (ft.)	Flat	955	575
	Rolling	560	440
	Mountainous	410	300
Design Volume (ADT)	2 lane	10,000+	5,000
Minimum Full Access Intersection Spacing (ft.)		500	275
Minimum Radii (ft.)		35	35
Minimum R/W Radius Chord		25	25

Table 40.350.030-4. Design Criteria For Urban Access Roads								
Design Criteria	Neighborhood Circulator ⁷ Drawing 13	Local Residential Access ⁷ Drawing 14	Residential Loop ⁷ Drawing 15	Cul-de-Sac ^{1,7} Drawings 15 & 28	Short Cul-de-Sac ^{2,7} Drawings 16 & 29	Alley ^{3,7} Drawing 19	Infill A Roadway ^{4, 7, 11} Drawing 17	Infill B Private Roadway ^{7, 11} Drawing 18
Minimum Right-of-Way (ft.)	54	46	46	46	42	26	25	20
Lane width (ft.)	2 lanes 10 ft. ea.	1 lane 12 ft. ea.	1 lane 10 ft. ea.	1 lane 10 ft. ea.	1 lane 10 ft. ea.	1 lane 20 ft. ea.	2 lanes 10 ft. ea.	1 lane 12 ft. ea.
Parking lane width (ft.) one or both sides	8 both sides	8 both sides	8 both sides	8 both sides	7 both sides	N/A N/A	N/A N/A	N/A N/A
Roadway Width (ft.) ⁵	36	28	26	26	24	20	20	12
Design Speed (MPH)	25	25	25	25	25	N/A	N/A	N/A
Maximum Grade (%)	15	15	18	18	18	18	18	18
Minimum centerline radius (ft.)	150	70 ⁶	70 ⁶	70 ⁶	70 ⁶	N/A	N/A	N/A
Maximum number of houses	300	150	100	NA	18	N/A	8 Lots	4 Lots ¹²
Sidewalks (both sides) (ft.)	5	5	5	5	5	N/A	N/A	N/A
Curb and Gutter ⁸	18 in. C&G	18 in. C&G	18 in. C&G	18 in. C&G	18 in. C&G	N/A	N/A	N/A
Minimum intersection curb return radii (ft.) ⁹	25	25	20	20	20	N/A	N/A	N/A
Min. Full Access Intersection spacing (ft) ¹⁰	150	100	100	100	100	100	N/A	N/A
Public/Private	Public	Public	Public	Public	Public	Public	Public/Private	Private
Frontage access	Yes	Yes	Yes	Yes	Yes	N/A	N/A	N/A
¹ Cul-de-sac minimum R/W radius is 50 ft. with a constructed 45 ft. radius-OR-minimum R/W radius is 40 ft. with constructed 35 ft. radius and rolled curb and gutter with thickened sidewalk construction in accordance with a standard drawing provided by the responsible official. ² Short cul-de-sac minimum R/W is 35-ft. radius with a constructed 30-ft. radius. ³ Twenty foot unobstructed width. ⁴ Public Works director may approve the use of public infill A for new subdivisions with design limitations or peculiar terrain or parcel configuration when constructed with Portland cement concrete. ⁵ Neighborhood circulator includes two (2) eight-foot parking lanes. ⁶ Except for where the curb is between 80-110 degrees, a minimum 35-ft. radius may be used. ⁷ All stubbed public roads greater than 150 ft. serving four or more lots shall provide a 45-ft. minimum radius temporary turnaround or other approved turnaround. ⁸ Vertical curb and rolled curb also acceptable. ⁹ Intersections with arterials require 35-foot radii. ¹⁰ Ten (10) foot maximum off-set may be allowed. ¹¹ Infill Developments Only: Infill Road A and Infill Private Road B standards may be used in lieu of Alley standards pursuant to Section 40.260.110 ¹² 150' maximum length								

Table 40.350.030-5. Design Criteria For Rural Access Roads

Design Criteria	Private Road ¹ Drawing 27	Local Access Drawing 25	Loop Road Drawing 26	Cul-de-sac ² Drawings 26 and 30
Minimum R/W (ft.)	30' Easement	50 ³	46	42
Lane Width (ft.)	two 10' lanes	two 10' lanes	two 10' lanes	two 10' lanes
Paved shoulders		2 (2')	2 (2')	2 (2')
Roadway Width (include shoulders) (ft.) ⁴	20	24	24	24
Design Speed (MPH)	25 ⁵	30	25	25
Maximum Grade (%)	18	15	18	18
Minimum Centerline Radius (ft.)	60	150	60	60
Maximum Length (ft.) ⁶	N/A	N/A	N/A	N/A
Intersection Minimum Spacing (ft.) ⁷	100	150	100	100
Design Volume (ADT)	500	2000	500	250
Typical # Houses	50	200	50	25
Sidewalks (both sides) Curb and Gutter Required	N/A	N/A	N/A	N/A
Minimum Intersection Radii ⁸	25	25	20	20

¹ Private loop roads and cul-de-sacs may use public road standards for the respective categories except that the width of the road is twenty (20) feet.

² Cul-de-sac bulb minimum constructed radius is forty-five (45) feet with a fifty (50) foot right-of-way radius.

³ Within the "urban reserve" areas of the county, the right-of-way shall be fifty-four (54) feet.

⁴ Add ten (10) feet for bike lanes.

⁵ Design speed for Rural Private road may be reduced to twenty (20) miles per hour without road modification, if topography imposes severe restriction and has approval from the County Engineer.

⁶ The review authority may require a limitation to the length of a cul-de-sac or dead-end road in certain situations (see Section 40.350.030(B)(12)).

⁷ A ten (10) foot maximum off-set may be allowed.

⁸ Intersection of two different street classifications shall use the larger intersection radius.

Table 40.350.030-6. Design Criteria For Urban Industrial Roads				
Design Criteria		Primary Industrial Dwgs 20 and 21	Secondary Industrial Drawing 22	Local Industrial
Maximum spacing			<2 miles	
Minimum R/W (ft.)	2 lane	NA	60	50
	3 lane	60	70	65
	5 lane	80	NA	NA
Lane Width (ft.)	2 lane	NA	14-14-10	16
	3 lane	14	NA	16-12-16
	5 lane	13-12-14-12-13	NA	NA
Median Width (ft.)	5 lane	14	NA	12
Shoulder/Parking (ft.) ¹	2 lane	NA	0 ¹	(See Note 4)
	3 lane	NA	NA	NA
	5 lane	NA	NA	NA
Roadway Width (ft.)	2 lane	NA	38	32
	3 lane	42	NA	44
	5 lane	64	NA	NA
Design Speed (MPH)		40	35	25
Minimum Grade (%)	Flat	0.4	0.4	0.4
	Rolling	0.4	0.4	0.4
	Mountainous	0.4	0.4	0.4
Maximum Grade (%) ²	Flat	7	7	9
	Rolling	9	9	9
	Mountainous	10	10	9
Minimum Centerline Radius (ft.)	Flat	575	575	200
	Rolling	440	440	200
	Mountainous	300	300	200
Design Volume (ADT)	2 lane	NA	4,000-10,000	<4,000
	3 lane	8,000-12,000	NA	NA
	5 lane	12,000-24,000	NA	
Min. Full Access Intersection Spacing (ft.)		275	275	N/A
Design DTN Section		300 min.	200 min.	150
Min. Pavement Section			Soils Study	Specific Design
Sidewalk		6'	6'	6'
Curb & Gutter required		18" C&G	18" C&G	18" C&G
Minimum Intersection Curb Radii (ft.) ³		50	45	45'
Minimum R/W radius chords		40	35	

¹ Shoulders shall be widened two (2) feet where guardrail is planned. Parking limited to one side.

² May be steeper for short distances where permitted by AASHTO Guidelines. Higher grade for Local Industrial standard can be approved by the review authority.

³ Must meet state standards if intersecting state roads.

⁴ No Parking.

4. Access management.

- a. Applicability. As noted in Section 40.350.030(A)(2), this subsection also applies to applications for building permits and applications for access to public roads.

b. Access to Local Access Roads.

(1) Spacing.

- (a) Excepting the bulbs of cul-de-sacs, driveways providing access onto non-arterial streets serving single-family or duplex residential structures shall be located a minimum of five (5) feet from the property lines furthest from the intersection. Where two (2) driveways are permitted, a minimum separation of fifty (50) feet shall be required between the driveways, measured from near edge to near edge.
- (b) Corner lot driveways shall be a minimum of fifty (50) feet from the intersecting property lines or in the case where this is impractical, the driveway may be located five (5) feet from the property line away from the intersection or as a joint use driveway at this property line. Where a residential corner lot is located at the intersection of a non-arterial street with an arterial street, the corner clearance requirements of Section 40.350.030(B) (4) (c) (1) (f) shall apply to the non-arterial street.
- (c) Flag lots and joint driveways serving two (2) or three (3) lots are exempt from the requirements of this subsection.
- (d) Nonresidential driveways are prohibited from taking access from an urban access road as defined in Table 40.350.030-4 unless no access exists or can be provided to a collector.

- (2) Number and Width. A maximum of two (2) driveways may be permitted to a residential lot or individual duplex unit meeting the spacing requirements of Section 40.350.030(B) (4) (b). Joint use driveways may be allowed and will count as a driveway for each residential lot or duplex unit. For a joint use driveway, a minimum of a twenty- (20) foot wide easement is required. Driveways shall have a minimum width of twelve (12) feet of clear unobstructed all weather driving surface and an overhead clearance of thirteen (13) feet, six (6) inches. The first or only, driveway shall be twelve (12) feet to thirty-five (35) feet in width. If a second driveway is allowed, the maximum width of the second driveway will be fifteen (15) feet.

- (3) Length. All new driveways longer than three hundred (300) feet shall be provided with an approved turnaround at the terminus. There shall also be approved turnouts constructed such that the maximum distance from turnout to turnout, or from turnout to turnarounds does not exceed five hundred (500) feet. Turnouts shall comply with the Standard Details Manual. Construction of roads and driveways within the wild land urban interface/intermix area shall conform to Section 15.13.030.

(4) Maximum Dwelling Units Served by Access Roads.

- (a) No road may serve more than one hundred (100) lots or dwelling units unless that road is connected by a second vehicle access to the same "feeder" road at a different location, or to another "feeder" road that functions at a level equal to at least an urban local residential access road or a rural local access road. The second access road may be a county emergency access road only, if it serves less than two hundred (200) lots.

The second access may be satisfied through the use of an existing roadway network in the existing adjacent neighborhood if:

- (i) An existing road was previously stubbed indicating intent for future access, or
- (ii) An easement has been dedicated specifically for such purpose, and a roadway has been built to county standards or will be constructed with the development to county standards. In either case, the increase in traffic volume on the existing roadway network must not cause the traffic volume to exceed the design volume of the existing roadway network.

- (a) Urban neighborhood circulator roads within a development which meet the access requirements above may serve up to three hundred (300) lots or units if approved by the review authority. However, the review authority may require a traffic circulation study showing a balanced traffic flow of less than two thousand (2,000) vehicles per day past any dwelling unit accessing on a neighborhood circulator road or lesser classification upon full buildout.
- (b) When required emergency or regular secondary access roads cannot be installed due to location on property, topography, waterways, nonnegotiable grades or other similar conditions, the county fire marshal may require additional fire protection as specified in Title 15 of this code.

- (c) The standards contained in subsection (4) (b) (4) are waived in their entirety for developments in rural areas.
- (5) Exceptions.
 - (a) The review authority may grant an exception to the requirements of subsection (4) (b) (3) above to extend the maximum distance between turnouts/turnarounds or allow other appropriate relief where it is impractical or excessively costly to meet these requirements due to topography, sensitive areas, natural features, or where application of these standards would be disproportional.
 - (b) The review authority may grant an exception to the requirements of subsection (4)(b)(4)(a) above in the case of a subdivision with more than one phase, when it can be shown that the other necessary access roads will be constructed in a future phase of the same subdivision. Street stubs built to the property line of property not under the developer's control does not qualify for such an exception.
- c. Access to Collectors.
 - (1) In order to limit the number of residential roads intersecting with collectors while providing adequate neighborhood circulation, residential roads intersecting with collectors shall be classified and constructed to standards applicable to local residential access road unless the review authority finds that a lesser classification adequately provides for the circulation needs of the surrounding area. Road approach permits not associated with development shall be reviewed using a Type I process.
 - (2) Driveways.
 - (a) Urban Collectors. No residential driveways in the urban area will be permitted to access collectors unless no other access to the site exists or can be made available; provided, this provision will not be interpreted to indirectly limit the number of lots in an infill development and the review authority may authorize either direct access and/or an infill private road serving a greater number of lots than otherwise authorized by Table 40.350.030-4.
 - (b) Rural Collectors. Residential driveways in the rural area will not be permitted to access collectors if direct lot access is available to an existing rural access road as defined in Table 40.350.0330-5.
 - (c) Spacing. When driveways on collectors are permitted, they shall be spaced in accordance with Table 40.350.030-7. The distance between adjacent one-way driveways with the inbound drive upstream from the outbound drive may be one-half the distance shown. Where raised channelization exists, only those driveways on the development side of the road will be considered for minimum separation requirements.
 - (d) Number of Driveways. The number of driveways and driveway lanes shall be based upon an estimate of site traffic generation in accordance with Table 40.350.030-8. Multiple driveways are not permitted until the estimated ADT exceeds the number shown in the second column for the different types of land use. Then, an additional driveway is allowed each time the estimated ADT increases above the previous maximum ADT for each driveway as shown in the third column; provided, the additional driveways meet the spacing requirements specified in Table 40.350.030-7. Two driveway exit lanes are allowed when the ADT exceeds seven hundred (700).
 - (e) Width. A single-family residential driveway onto a collector shall be fifteen (15) to thirty-five (35) feet in width; provided that a joint use driveway serving two (2) residential lots shall not exceed thirty-six (36) feet in width. A nonresidential two (2) way driveway onto a collector shall be twenty-four (24) to forty (40) feet in width.
 - (f) Corner Clearance. To provide adequate corner clearance, the tangent curb length between the nearest edge of a driveway on an intersecting side street and a collector roadway, or a driveway on a collector roadway and an intersection with a cross street shall be fifty (50) feet. Where the intersection is signalized or is planned for signalization, driveways shall be limited to right-turn movements if located within one hundred twenty-five (125) feet on a collector.
 - (g) Additional Improvements. The installation of other improvements such as left-turn lanes, right-turn lanes and traffic signals may be required by the County Engineer where found necessary on the basis of a traffic engineering study.

- (h) Temporary Driveway. A temporary driveway may be allowed when, due to conditions beyond the control of the applicant, minimum driveway separation cannot be achieved at the time of application. The review authority may approve a temporary driveway when an access plan shows future removal of the temporary driveway and a new driveway which meets the spacing standards shown above.
- d. Access to Arterials. In order to limit the number of residential roads intersecting with arterials while providing adequate neighborhood circulation, residential roads intersecting with arterials shall be classified and constructed to standards applicable to local residential access or collector road unless the review authority finds that a lesser classification adequately provides for the circulation needs of the surrounding area. In those cases in which an urban access street less than thirty-six (36) feet wide is approved, such street shall have a minimum width of thirty-six (36) feet at the intersection with the arterial and shall be tapered as shown on the standard plans. Road approach permits not associated with development shall be reviewed using a Type I process.
 - (1) Driveways. No driveways will be permitted to access onto arterials unless no other access to the site exists or can be provided.
 - (a) Spacing. When driveways on arterials are permitted, they shall be spaced in accordance with Table 40.350.030-7.
 - (b) Number of Driveways. Where permitted, the number of driveways and driveway lanes on arterials shall be based upon an estimate of site traffic generation in accordance with Table 40.350.030-9.
 - (i) Multiple driveways are not permitted until the estimated ADT exceeds the number shown in the second column for the different type of land use. Then, an additional driveway is allowed each time the estimated ADT increases above the previous maximum ADT for each driveway as shown in the columns for minor arterials and principal arterials; provided, the additional driveways meet the spacing requirements specified in Table 40.350.030-7. As an example, a commercial land use on a minor arterial has one driveway up to two thousand (2,000) ADT, then two driveways for two thousand one (2,001) to five thousand five hundred (5,500) ADT, three driveways for five thousand five hundred one (5,501) to nine thousand (9,000) ADT and so on.
 - (ii) A permit for exclusive use of a truck driveway in addition to the non-truck traffic may be granted for commercial uses that exceed thirty thousand (30,000) square feet of gross floor space.
 - (iii) Two driveway exit lanes are allowed when the ADT exceeds one thousand (1,000).
 - (c) Width. A single-family residential driveway onto an urban arterial shall be fifteen (15) to thirty-five (35) feet in width; provided that a joint use driveway serving two (2) residential lots shall not exceed thirty-six (36) feet in width. A commercial and multifamily two- (2) way driveway onto an arterial shall be twenty-four (24) to forty (40) feet in width;
 - (d) Corner Clearance. To provide adequate corner clearance, the tangent curb length between the nearest edge of a driveway on an intersecting side street and an arterial roadway, or a driveway on an arterial roadway and an intersection with a cross street shall be fifty (50) feet. Where the intersection is signalized or is planned for signalization, driveways shall be limited to right-turn movements if located within two hundred fifty (250) feet on minor and principal arterials.
 - (e) Additional Improvements. The installation of other improvements such as left-turn lanes, right-turn lanes and traffic signals may be required by the County Engineer where found necessary on the basis of a traffic engineering study.
 - (f) Temporary Driveway. A temporary driveway may be allowed when, due to temporary conditions beyond the control of the applicant, minimum driveway separation cannot be achieved at the time of application. The review authority may approve a temporary driveway when an access plan shows future removal of the temporary driveway and a new driveway which meets the spacing standards shown above is assured to be constructed.
 - (2) Medians and Channelization Policy. In order to preserve capacity and promote safety, arterials shall include raised medians to restrict cross traffic movements. In general, full-access intersections, signalized and non-signalized, on arterials will be permitted only with other county,

state and city roads as are designated on the Arterial Atlas, as amended. Circulation from such intersections in most cases will satisfy the access needs of adjacent land. However, in the event an applicant requests a median opening along an arterial or left-turn channelization access (in cases where the arterial is not designed with a median) which does not conflict with proper intersection spacing, such request shall be accompanied by a traffic study performed under the requirements of Section 40.350.020. The proposed median opening or left-turn channelization may be approved only if the study shows:

- (a) The existing or projected level of service on the arterial or at the nearest arterial intersection is at or above the minimum level of service established in Section 40.350.020.
 - (i) No existing or planned intersection is located within six hundred (600) feet of the proposed opening; or
 - (ii) The average daily trips (ADT) projected for the driveway using the proposed opening exceeds six thousand (6,000).
- (b) The level of service on the arterial will significantly improve as a result of the proposed opening.
- (c) The proposed location of the opening will increase service to surrounding properties. The study also shall address such items as capacity, signalization, channelization and storage needs of the proposed median opening or left-turn channelization and how it can service surrounding properties as well. Information used in the study shall include both current traffic counts to determine immediate need for the median opening or left-turn channelization and projected counts to determine the future need therefore. Traffic projections shall be taken from existing studies where available and designated by the County Engineer; provided, that in no event shall projections be for a period longer than twenty (20) years. The cost of a median opening or left-turn channelization, approved under the above criteria, shall be borne by the developer.
- e. Access to State Routes. If the access serving a development is onto a state road or highway, required dedication and/or improvements thereto must meet the requirements of the Washington Department of Transportation. In no case may the requirements be less than the access requirement to a principal arterial in urban areas or a major collector in rural areas.

Table 40.350.030-7. Driveway Spacing On Arterials/Collectors	
Arterial and Collector Posted Speed (MPH)	Minimum Separation (Feet)
20	85
25	105
30	125
35	150
40	185
45 and over	230

Table 40.350.030-8. ADT Carried By Each Driveway Onto Collectors		
	ADT for First Driveway	Maximum ADT for Each Additional Driveway
Access from:		
Commercial use	0 to 1,000	2,000
Office use	0 to 1,500	2,000
Multifamily use	0 to 1,000	2,000
Industrial use	0 to 1,500	2,000

Table 40.350.030-9. ADT Carried By Each Driveway Onto Arterials			
Access from:	ADT for First Driveway	Maximum ADT for Each Additional Driveway	
		Minor Arterial	Principal Arterial
Commercial use	0 to 2,000	3,500	5,000
Office campus	0 to 2,000	3,000	5,000
Multifamily use	0 to 1,500	3,000	5,000
Industrial use	0 to 1,500	3,000	4,000

5. Frontage roads/improvement.

- a. General Requirement. Unless already fully developed to the transportation standards and subject to the limitations set forth in this section and in Sections 40.350.030(B)(4) and 40.350.030(B)(15), a partial-width road shall be established and constructed to the applicable right-of-way or easement and improvement standards set out in Section 40.350.030 to that portion of a frontage public or private road which abuts a parcel being developed as a condition of development approval.

- (1) The right-of-way or easement width shall be a minimum of one-half (1/2) of that specified in Tables 40.350.030-2 through 40.350.030-6; provided, that such minimum width may be increased where necessary to accommodate the minimum roadway improvement provided below to allow a minimum three (3) feet of right-of-way beyond the back of the sidewalk for urban public roads unless the sidewalk is detached from the curb with sufficient room to provide for utilities and signing, or for needed construction clearance, slopes or other features.

In the case of a development containing an arterial or fronting on an arterial street, the developer shall only be required to construct improvements up to forty-four (44) feet in width, or twenty-two (22) feet on a partial-width frontage, together with curbs and sidewalks, unless a wider section is necessary to accommodate the development.

Sufficient right-of-way and easement for a partial-width road must be provided to accommodate all necessary appurtenances required for construction including, but not limited to, approved cut or fill slopes or retaining structures if needed. If sufficient right-of-way is not available, slope easements from neighboring properties are an acceptable alternative. Such easements shall be recorded with the final plat. The county may require the proposed road cross-sections showing neighboring topography be submitted in order to determine if the partial-width road can be constructed as required.

- (2) The partial width roadway shall be a minimum of twenty (20) feet wide, except for an infill B private road.
- (3) New partial width roads will be allowed in commercial, office or industrial developments only after a traffic study verifies the adequacy of the roadway for clearance and turning movements.
- (4) Where physical obstructions or development constraints preclude or limit full completion of the frontage road on the abutting property, the partial width roads may be allowed.
- (5) Parking shall be prohibited along partial width roads, with signs and pavement markings being the responsibility of the developer.
- (6) Where frontage improvements are required, the county will perform pavement deflection testing to determine the adequacy of the existing pavement. Where remaining life of the pavement is less than five (5) years, the developer shall construct the roadway to current standards to the centerline or twenty-two (22) feet, whichever is less. If remaining life is greater than five (5) years, the road shall be cut back to a location where the structure is sound and the widening constructed. However, in no case shall the reconstruction be less than four (4) feet in width from the existing edge of pavement to the new edge of pavement or face of curb. The county may require reconstruction to the centerline or twenty-two (22) feet, whichever is less, if the review authority determines the geometrics or other existing features are inadequate.
- (7) The intersection of driveways with paved rural public roads shall be paved from the edge of the public road to the right-of-way or to twenty (20) feet from the edge, whichever is greater.

- b. Exceptions.
 - (1) The right-of-way and easement requirements of Section 40.350.030(B)(5)(a) shall not apply to the construction, remodeling or enlargement of any Group R-Division 3 (single-family or duplex), or Group U occupancy (as defined in the Uniform Building Code), to the construction of any accessory residential structure, to any sign, or to the structural addition, alteration or repair to any existing structure within any twelve (12) month period which neither exceeds twenty-five percent (25%) of the value of the existing structure nor increases the total floor space of the structure by more than ten percent (10%).
 - (2) The roadway frontage improvement requirements Section 40.350.030(B)(5)(a) shall not apply to rural developments outside rural centers or those urban developments which the County Engineer finds, based upon an engineering traffic study, will not result in an increase of total site trip generations during the p.m. peak hour of more than ten percent (10%); provided, that such otherwise exempt developments shall be required to make intersection and sight distance improvements in accordance with Sections 40.350.030(B)(7) and 40.350.030(B)(8) and such frontage road improvements as are necessary in order to provide minimally safe access to the development.
- c. Deferral.
 - (1) In the event that required frontage road improvements are included as a portion of a county road project on the county's six-year transportation improvement program scheduled to be undertaken within three (3) years, the developer, in lieu of constructing or guaranteeing the construction pursuant to Section 40.350.030(C)(4)(i) of such frontage improvements may be permitted to contribute a proportionate share towards the cost of such county road project by an agreement consistent with the requirements of RCW 82.02.020.
 - (2) The development approval authority may defer frontage road improvements, in whole or in part, where the current development proposal is for lots in the R1-5, R1-6, R1-7.5, R1-10 or R1-20 zoning districts larger than one (1) acre and a covenant running with the land is recorded requiring such improvements to be undertaken when redivision is proposed at an urban density.
- 6. Off-Site road improvement.
 - a. General. Nothing in this section shall be construed to preclude denial of a proposed development where off-site road conditions are inadequate to provide a minimum level of service as specified in Section 40.350.020 or a significant traffic or safety hazard would be caused or materially aggravated by the proposed development; provided, that the applicant may voluntarily agree to mitigate such direct impacts in accordance with the provisions of RCW 82.02.020.
 - b. Requirements for Off-Site Access Road Improvements. All roads providing access to parcels being developed, whether such roads are to be public or private, shall at a minimum:
 - (1) Within the urban area have an unobstructed and paved roadway width of twenty (20) feet, except in those cases where the preexisting road is eighteen (18) feet wide with one- (1) foot wide shoulders, additional widening to the twenty- (20) foot standard is not necessary. Any preexisting roadway narrower than eighteen (18) feet with one- (1) foot shoulders shall be widened to the full twenty- (20) foot standard.
 - (2) Within the rural area, off-site public access roads shall meet the same standards as Section 40.350.030(B)(6)(b)(1) above. Off-site private access roads are not required to be paved but shall have an all weather driving surface, unobstructed roadway width of twenty (20) feet; except in those cases where the pre-existing road is eighteen (18) feet wide, additional widening to twenty (20) feet is not necessary. Any pre-existing roadway narrower than eighteen (18) feet shall be widened to the full twenty (20) feet standard.
 - (3) Have an unobstructed vertical clearance of not less than thirteen feet six inches (13' 6").
 - (4) Notwithstanding the foregoing, roads providing access to legal lots created prior to July 9, 1996 being developed with a Group R-Division 3 structure or residential mobile home, may be constructed with a minimum twelve (12) feet wide unobstructed all weather driving surface.
 - (5) Offsite private roads providing access to lots being developed shall have a minimum easement partial width of twenty-five (25) feet, from such lot to a public road, except for alleys and infill A and B private roadways.

- c. Requirements for Off-Site Intersection Improvement. The owners of a parcel being developed shall enter into a signal participation agreement to contribute a proportionate share towards the cost of a traffic signal when:
 - (1) An intersection impacted by the proposed development is designated by the county for installation of a traffic signal, and
 - (2) The parcel being developed is not located within a traffic impact fee (TIF) service area, and
 - (3) During the peak hour, the development generates a minimum of three (3) percent increase of traffic on the intersection approach leg impacted by the development, or five (5) trips on a minor leg (those legs of the intersection that have the smaller approach volume) or twenty (20) trips on a major leg (those legs of the intersection that have the larger approach volumes), and
 - (4) The peak hour level of service at the leg of the intersection impacted by the site-generated traffic is at or will fall below the minimum Level of Service standard for that intersection as defined in Section 40.350.020.
- 7. Intersection design.
 - a. Intersection Geometry. Private and public roads shall be laid out so as to intersect at an angle as near to a right angle as practicable, but in no case less than seventy-five (75) degrees for roads intersecting collectors and arterials and no less than sixty (60) degrees for access roads, unless modified pursuant to Section 40.550.010. Opposing roads accessing an intersection shall either be aligned or will be separated by a minimum intersection spacing, as specified in Tables 40.350.030-2 through Table 40.350.030-6. Depending on the width of the intersection opening, an off-set greater than ten (10) feet for access roads or five (5) feet for collectors and arterials is not allowed.
 - b. Intersection Right-of-Way. Intersections shall have a minimum corner radius of ten (10) feet along the right-of-way lines for access roads and a minimum corner radius of twenty-five (25) feet along the right-of-way lines for collectors and arterials, unless road improvements require a greater radius. On collectors and arterials, the dedication of right-of-way on corners shall include the chord of the radius. The county will accept an easement for this chord instead of dedication of right-of-way. For arterials intersecting with other arterials, an additional six (6) feet right-of-way may be required on both sides of the roadway if a future turning lane is required, based on transportation impact study, within twenty (20) years from the time an application is submitted. The length of the additional right-of-way shall be determined based on the transportation impact study.
 - c. Paving of Intersecting Area. Where connecting to a paved street, whether public or private, the connecting road or driveway (excluding driveways in rural area) shall be paved twenty-five (25) feet back from the nearest edge of the traveled lane, or shall be equal to the minimum intersection radii as specified in Tables 40.350.030-2 through Table 40.350.030-6, whichever is greater. Driveways in rural areas connecting with paved public roads shall be paved from the edge of the public road to the right-of-way or to twenty (20) feet from the edge, whichever is greater. Rural paving shall be done in accordance with the equivalent base structural requirements of the gravel road section as noted in the Standard Details Manual
- 8. Sight distances. As noted in Section 40.350.030(A)(2), this subsection also applies to applications for building permits and applications for access to public roads. Unless modified pursuant to Section 40.550.010, public and private roads shall comply with the following sight distance requirements:
 - a. Stopping Sight Distance. Public roads shall have minimum stopping sight distance, as measured from a height of 3.5 feet to a target on the roadway nominally six (6) inches in height, in accordance with Table 40.350.030-10.
 "Posted speed," which is statutory (50 MPH as per RCW 46.61.415) or recommended through a speed zone study and adopted by resolution by the board, shall be the legal speed limit generally applicable to such roadway. The advisory speed shown on a yellow advisory speed plate is not a legal speed limit. The county, or the applicant, should conduct a speed study if the actual traffic speeds are significantly different than the posted speed limit.

Table 40.350.030-10. Stopping Sight Distance	
Posted Speed (mph)	Minimum Stopping Distance (feet)
25	150
30	200
35	250
40	325
45	400
50	475

- b. **Controlled Intersection and Driveway Sight Distance Triangle.** Traffic entering an uncontrolled public road from stop sign controlled public roads, or from private roads or private driveways shall have minimum corner sight distances, as shown in the following table, except as allowed in Section 40.350.030(B)(8)(c). They are measured from an eye height of 3.5 feet above the controlled road at least fifteen (15) feet from the edge of the vehicle travel lane of the uncontrolled public road to an object height of 4.25 feet on the uncontrolled public road in accordance with Table 40.350.030-11.

Table 40.350.030-11. Controlled Intersection, Public Road and Driveway Sight Distance	
Posted Speed, Uncontrolled Road (mph)	Minimum Corner Sight Distance (feet)
20	200
25	250
30	300
35	350
40	400
45	450
50	500

- c. **Uncontrolled Intersection and Driveway Sight Distance Triangle in Residential Areas.** This section applies only to access roads in urban and rural areas. Uncontrolled intersections shall have an unobstructed sight distance triangle of one hundred (100) feet on both approaches. This requirement may be reduced to eighty (80) feet for intersections abutting corner lots in an urban residential subdivision. Driveways shall have an unobstructed sight distance of one hundred (100) feet in both directions, except corner lot. The sight distance is measured along the lines four feet from the center line, in drivers' direction, for both approaches or directions. Landscaping or fencing within the sight distance triangle shall not interfere with this sight distance requirement.
- d. **Effect of Grades.** The effect of grades on the above stopping and intersection sight distances shall be governed by the criteria stated in the American Association of State Highway and Transportation Officials' (AASHTO) reference "A Policy on Geometric Design of Rural Highways" (1990).
9. **Street extensions.**
- a. **General Requirements.** Where a public or private road has been constructed, created or stubbed in such a manner as to be able to be extended or widened in accordance with adopted road plans, prior approved development or this section, including but not limited to maximum length requirements for cul-de-sacs as established in Table 40.350.030-4, design criteria for urban access roads, then:
- (1) **Connection With Adjacent Areas.** All residences, buildings or structures shall be constructed in such a position on the property that they will not interfere with the extension or widening of the roadway to adjacent areas and shall be so situated that such extension will make orderly and

- planned development for additional road installations to meet the reasonable minimum requirements of good and safe traffic circulation, consistent with applicable zoning setbacks.
- (2) Right-of-way for Street Extensions. Right-of-way or private easements necessary to such extension or widening and falling within parcels being developed shall be granted or created as a condition of development approval.
- b. Urban Developments.
 - (1) Provisions for Future Extensions. Any street within the urban area for which an extension in the future is planned shall be extended to the edge of the property being developed through the plat, short plat or site plan approval process, unless otherwise approved by the review authority. The street stub shall be a full street section, including sidewalks.
 - (2) Use of Temporary Turnaround. If a road serving more than eighteen (18) dwelling units or more than one hundred fifty (150) feet in length temporarily terminates at a property boundary, a temporary turnaround cul-de-sac bulb consistent with this standard shall be constructed near the plat boundary. The bulb shall be paved and shall be ninety (90) feet in diameter, which may include the width of the roadway with sidewalks, where required, terminating at the point where the bulb radius begins. Removal of the temporary turnaround and extension of the sidewalk shall be the responsibility of the developer who extends the road (see the Standard Details Manual). The easement for a temporary turnaround may be extinguished without county approval after the temporary turnaround is determined to be no longer necessary by the county.
 - (3) Barricades. A barricade shall be placed at the end of all stub streets, whether or not a temporary turnaround is constructed. For placement of temporary and permanent barricades, see Section 40.350.030(C)(4)(e).
 - c. Rural Developments. For any road in the rural area for which an extension is planned, the right-of-way falling within parcels being developed shall be dedicated where the existing platting pattern, the development under review and the potential for development of adjacent lots demonstrates a need for the dedication.
10. Private roads.
 - a. Purpose. The purpose of private road standards is to provide an option to retain rural character, reduce costs to serve large rural lots, and allow more control, security, and sense of identity when public roads are not needed for public circulation.
For private road maintenance agreement, private road inspection, and developer maintenance obligation for private roads, see Section 40.350.030(C)(4)(f).
 - b. Approval Criteria and Requirements.
 - (1) Approval Criteria--General. Private roads are not allowed in either the urban or rural area:
 - (a) When they conflict with the Arterial Atlas, as amended, or
 - (b) When they are needed for public circulation, or
 - (c) When they connect two (2) public roads (except for commercial or industrial uses in urban areas), or
 - (d) When they are to serve more than fifty (50) potential residential lots in rural areas or one hundred (100) lots in urban areas, created after April 12, 1994, except within a planned unit development; provided, that where expansion of a public road is not presently feasible, the limitations of this subsection shall not apply if the affected internal and frontage roads are improved to public standards (if otherwise required) and dedicated to the county, with the acceptance of such dedication(s) being deferred until extension of a public road allows connection.
 - (2) Additional Requirements for Urban Private Roads. Private roads within developments may be allowed, provided they meet the following additional criteria:
 - (a) Structural sections shall be the same as for public roads of equivalent classification,
 - (b) A pedestrian access plan shall be approved,
 - (c) Internal traffic calming measures or devices such as speed humps or traffic circles may be required, and
 - (d) Minimum curb to curb width shall be twenty (20) feet with parallel parking prohibited on streets that are less than twenty-four (24) feet wide; provided, in nonresidential areas, the

minimum curb to curb width shall be twenty (20) feet with parallel parking prohibited on streets that are less than twenty-eight (28) feet wide.

- c. Notice. The following statement is required on the face of any plat, short plat, site plan, or binding site plan containing a private road: "Clark County has no responsibility to improve or maintain the private roads contained within or private roads providing access to the property described in this plat. Any private access street shall remain a private street unless it is upgraded to public street standards at the expense of the developer or abutting lot owners to include hard surface paving and is accepted by the county for public ownership and maintenance."
11. Joint driveways. A maximum of three legal lots may use a joint driveway to access a public or private road.
12. Cul-de-sacs and turnarounds.
 - a. Cul-De-Sacs.
 - (1) Whenever a residential urban cul-de-sac street is more than one-hundred fifty (150) feet long, a bulb or hammerhead shall be constructed as follows:
 - (a) Minimum right-of-way diameter across bulb section: one hundred (100) feet in a permanent cul-de-sac; ninety (90) feet in a temporary cul-de-sac, with any bulb area lying outside straight-street right-of-way provided as temporary easement pending forward extension of the street. Right-of-way may be reduced to eighty (80) feet provided utilities and necessary drainage are accommodated on permanent easements within the development and a thicker abutting sidewalk section is utilized (see the Standard Details Manual).
 - (b) Urban Cul-De-Sac or Eyebrow Island. Optional feature for any cul-de-sac when the bulb's paved diameter is ninety (90) feet or less; mandatory when the bulb's paved diameter exceeds ninety (90) feet. If provided, islands shall have full-depth vertical curbs. Minimum island diameter shall be twenty (20) feet and there shall be at least twenty-two (22) feet of paved traveled way in a shoulder type section; thirty (30) feet of paved traveled way in a curb type section around the circumference. Islands shall be grassed or landscaped. Islands shall be maintained by the adjoining lot owners. Islands are required on eyebrows with a radius greater than thirty (30) feet. The minimum island diameter shall be ten (10) feet.
 - (2) In the urban and urban holding areas of the county, a permanent cul-de-sac shall not be longer than six hundred (600) feet measured from curb line of intersecting street to the center of the bulb section. Proposed modifications to this rule will be considered by the review authority based on pertinent traffic planning factors such as topography, sensitive areas and existing development.
 - (3) In the rural area of the county, there is no limitation to the length of a dead-end road, loop road, or cul-de-sac; provided, however, that approved turnarounds on roads greater than one-half mile long are provided every one thousand, three-hundred, twenty (1,320) feet or as close to that distance as practical considering topography, natural features and existing man-made structures. Approved turnarounds may include cul-de-sacs, which may include the width of the roadway, intersecting public or private roads, hammerheads, or driveways meeting the dimensional requirements of a hammerhead. Within the wildland urban interface/intermix, approved turnarounds shall be provided every one thousand (1000) feet. Dimensional requirements for all transportation related features in this subsection are as drawn in the Standard Details Manual.

Notwithstanding the foregoing, the development approval authority may restrict the length of a dead-end road or cul-de-sac where it is clearly shown that either:

 - (a) There is a practical alternative design that results in significantly superior actual or potential road connectivity or emergency services accessibility; or
 - (b) The presence of unstable slopes, flood risk, or other road blockage hazard presents a significant potential for isolating a substantial area from emergency services.
 - (4) The review authority may require an off-street accessway or an emergency vehicle access to connect a cul-de-sac at its terminus with other streets, parks, schools, bus stops, or other pedestrian traffic generators, if the need exists for pedestrian and bike circulation.
 - b. Turnarounds.
 - (1) When four (4) or more lots are served on a private road greater than one-hundred fifty (150) feet in length, an approved turnaround shall be provided at the end of the private road. Easements may be required to be expanded to accommodate turnaround requirements.

- (2) Approved turnarounds may include cul-de-sacs with an approved diameter in accordance with the Standard Details Manual, (which may include the width of the roadway), or hammerheads, intersecting public or private roads or any alternative design approved through the road modification process. Dimensional requirements for all transportation related features in this subsection are as drawn in the Standard Details Manual.
 - (3) For those areas identified as wildland urban interface/intermix, refer to Chapter 15.13 as amended.
- 13. Urban neighborhood traffic management.
 - a. Purposes. Urban neighborhood traffic management is intended to manage traffic speeds within residential neighborhoods and to discourage external traffic cutting through residential neighborhoods.
 - b. Applicability. The provisions of this section shall apply only to access roads within a development in the R1-5, R1-6, R1-7.5, R1-10, R1-20, R-12, R-18, R-22, R-30, R-43, OR-15, OR-18, OR-22, OR-30, OR-43, CR-1, CR-2, or MX zoning districts which meet one of the following conditions:
 - (1) Projected average daily trip of greater than six hundred (600) and less than two thousand (2,000) motor vehicles and a sight distance in excess of six hundred (600) feet, or
 - (2) Determined by the County Engineer, not his or her designee, that traffic calming measures and/or traffic calming devices are warranted.

The review authority may waive the requirements of this section for Type I and Type II applications where the conditions listed above will not occur.
 - c. Standards and Requirements. If the condition in Section 40.350.030(B)(13)(b) occurs, traffic calming measures and/or traffic calming devices shall be required:
 - (1) Traffic Calming Measures. Traffic calming measures, such as "T" intersection, street trees, curvilinear streets, or entry treatments, shall be incorporated into the overall development design to manage traffic speeds.
 - (2) Traffic Calming Devices. Traffic calming devices, such as speed bump/hump and the devices shown in the Standard Details Manual or as approved by the review authority, shall be installed.
- 14. Urban transit circulation standards. New residential, commercial and industrial developments shall be reviewed with the participation of C-TRAN invited during the development review process under Subtitle 40.5 to ensure appropriate design and integration of transit facilities into the development.
- 15. Right-of-way standards. Dedication of arterial right-of-way shall occur within developments in accordance with the transportation element of the comprehensive plan.
 - a. Public Roads. The minimum right-of-way and roadway widths for all public urban and rural roads shall be as shown on the design criteria detailed in Section 40.350.030(B)(3). Right-of-way widths, roadway widths and structural sections shall be consistent with projected traffic volumes planned for twenty (20) years from the time of design. Additional right-of-way or easement may be required where necessary to accommodate slopes, sight distance or other features necessary for maintenance or to enhance safety.
 - b. Urban Planned Unit and Multifamily Developments. When constructed, public roads shall be constructed according to the design criteria of Section 40.350.030(B)(3); provided, parking may be deleted when it is shown that four (4) non-tandem off-street parking spaces per unit are provided and distinct signs and markings show that no parking is permitted; and sidewalks along internal circulation roadways may be deleted by the review authority when it is shown that public walkways adequate for pedestrian circulation and meeting or exceeding the requirements of Section 40.350.010 are provided.
 - c. Commercial, Office Campus and Industrial Areas. When constructed, public roads shall be constructed according to the design criteria of Section 40.350.030(B)(3); provided, required roads shall be at least thirty-two (32) feet wide and in the urban area shall have curbs and six (6) feet wide sidewalks on each side of the roadway unless alternative walkways are provided. The structure of the road shall be designed according to minor arterial standards.

C. Specifications for Design and Construction

- 1. Transportation standard specifications.
 - a. Transportation Standards. The standards for Clark County roads and bridges, and all other construction within publicly owned right-of-way, shall consist of:

- (1) The current published edition of the Standard Specifications for Road, Bridge and Municipal Construction as published by the Washington Department of Transportation (WSDOT) and the American Public Works Association (APWA) referred as Standard Specifications;
 - (2) The current Standard Plans for Road and Bridge Construction as published by WSDOT and APWA (referred as Standard Plans); and
 - (3) Current standard plans and design criteria prepared by Clark County of typical roadway sections, drainage and water quality appurtenances, and other typical roadway construction details, which are hereby adopted (see the Standard Details Manual).
 - b. Supplemental Standards. To implement the above standards, the following publications and their subsequent revisions are adopted and shall apply:
 - (1) The WSDOT Design Manual;
 - (2) The WSDOT Construction Manual;
 - (3) The WSDOT Hydraulics Manual;
 - (4) A Policy On Geometric Design Of Highways And Streets prepared by the American Association of State Highway and Transportation Officials (AASHTO);
 - (5) The Manual on Uniform Traffic Control Devices (MUTCD) prepared by the U.S. Department of Transportation, Federal Highway Administration;
 - (6) Chapter 40.380: Stormwater and Erosion Control;
 - (7) WAC 51.304: State of Washington Adoption of the Americans with Disabilities Act into the Uniform Building Code.
 - c. Conflict of Standards. In the event of conflict with any of the specifications, the County Engineer shall specify which of the supplemental specifications will apply.
2. Construction plan requirements for transportation and utility improvements. The applicant shall submit to the responsible official plans and specifications for street and utility construction for the proposed development. The plans and specifications shall include a vicinity map, a plan and profile, special provisions, and reference to the standard specifications, including the typical sections.
- a. The Plan. The plan shall include the road alignment at a scale of not less than one (1) inch to fifty (50) feet (where less detail is required, a scale of one (1) inch to one hundred (100) feet may be approved by the responsible official showing centerline stationing on all intersecting streets, with bearings on centerlines; curve data on all horizontal curves; right-of-way; relevant topography; existing and proposed utility location; street names in the development and adjoining the development; typical roadway section showing placement of utilities; existing and proposed drainage and water quality appurtenances; sidewalk ramp locations; floodplain and wetland boundaries; signalization, channelization, striping and signing; sufficient topographic data adjacent to the site to identify cut and fill limits from the proposed improvements and such further data as may be required by the responsible official.
 - b. The Profile. The profile shall show the relevant original ground lines using the same stationing as in the plan, control elevations, grade line showing the proposed grades, vertical curves, all bench marks, the vertical datum, and such further information as may be reasonably required by the responsible official. For new streets, the relevant original ground lines will show the ground line at centerline at a minimum and also at the edges of the right-of-way if grade differences are significant (or alternatively, surveyed contour lines on the plan view). For existing street, the applicant shall also show the ground line at the edge of pavement or face of curb, whichever is applicable. The profile lines for roads extending to the perimeter of any development shall be extended a minimum of three hundred (300) feet beyond the perimeter to include any change in contours which would affect the profile of the extension of the proposed road. If vertical control is available within one-half mile of the project, the applicant shall use the National Geodetic Vertical Datum of 1929 (1947 adjustment) as a vertical datum. If county horizontal control, based on the North American Datum of 1983 (1991 adjustment), is available within one-half mile of the project the applicant shall make a tie to the grid bearing and coordinate of the datum.
 - c. Required Project Construction Notes. Any required construction notes shall be shown or referenced on the plans.
 - d. Format. The cover sheet of all plans shall include a statement identifying which standard specifications will apply to the project. Plan and profile may be shown on the same sheet with profiles shown on the

bottom half of the sheet. Sheets shall measure twenty-two (22) to twenty-four (24) inches in height by thirty-four (34) to thirty-six (36) inches in length with a borderline of two and one-half (2.5) inches on the left side of the length of the sheet and one-half (0.5) inch on remaining sides. When more than two plan sheets are used, an overall development layout shall be submitted showing the relationship of roads and utilities.

- (1) A north arrow shall be shown on each plan view sheet of the plans and adjacent to any other drawing which is not oriented the same as other drawings on the sheet.
 - (2) Character size shall not be smaller than 0.08 of an inch high.
 - (3) All detail drawings shall be included in the drawings.
 - (4) A title block shall appear on each sheet of the plan set and shall be placed in the lower right-hand corner of the sheet, across the bottom edge of the sheet or across the right-hand edge of the sheet. The title block shall include the name of the project, the engineering firm, the sheet title and the owner if not shown on the first sheet.
3. Transportation design specifications. The design criteria set out Table 40.350.030-2 through Table 40.350.030-6, are adopted as a portion of the Clark County standard specifications. Such criteria are applicable to roads located within and adjacent to a development. These criteria are intended for normal conditions. The responsible official may require higher standards for unusual site conditions.
 - a. Typical Roadway Section. The typical roadway section shall be as shown on the county standard plans. The roadway section used shall be detailed on the construction plans submitted for each new roadway or improvement to an existing roadway. Any deviation from the "Standard Plans" for typical cross-section will require a modification pursuant to Section 40.550.010.
 - b. Required Details. The typical section shall show the width of right-of-way, width of roadway, type and compacted depth of surfacing and paving materials, and such other dimensions as may be necessary or required. The location and width of sidewalks, walkways, curbs or curb and gutter shall also be shown, where applicable.
 - c. Surfacing -- Depth Determination. The depth of surfacing and paving materials shall be determined from the standard plans. The depth to be used shall be determined from the functional use classification of the road to be improved and the AASHTO soil classification as shown in the Soil Survey of Clark County, Washington, published by the U.S. Department of Agriculture, Soil Conservation Service. In the case where the applicant wishes to submit an alternative surfacing and paving depth design, the applicant shall provide a design to support the proposed depths. The County Engineer shall establish and maintain criteria and methodologies for performing alternative surfacing and pavement depth design, including verified soil engineering characteristics and traffic loadings for approving such alternative designs.
 - d. Alternate Surface Treatment. Alternate surface treatments may only be used upon approval of the County Engineer. The applicant shall supply the County Engineer with specifications for materials and application rates as part of the approval.
 - e. Steeper Grades. Roads constructed in grades steeper than fifteen (15) percent shall be constructed with Portland cement concrete, with grooved surfacing. Rural roads are exempted from this requirement.
 - f. Grades and Drainage. Access road drainage facilities shall be designed to meet the requirements of the county stormwater drainage and erosion control ordinances, and be sufficient to prevent water damage or impairment from normal rain flow or surface water. Erosion control shall be provided during construction to maintain the roadways such that mud and debris are minimized consistent with such ordinances.

Drainage details and street profile grades shall be shown on the construction plans. In the Urban and Urban Reserve areas, the centerline profile street grades shall not be less than one percent unless an integral curb and gutter section is used in which case the minimum grade shall not be less than three-tenths percent. If any grading or filling to lots or other areas outside the streets is to be done which exceeds those amounts specified in Chapter 70, Uniform Building Code, an overall grading plan shall be submitted as a part of the plans. In rural area, driveway culverts must be a minimum of twelve (12) inches. Culverts larger than the minimum will be sized by identifying the size of culverts upstream.
 - g. Passing Sight Distance. Arterial roads shall have minimum passing sight distance, as measured from a height of three and one half (3.5) feet to an object of four and one quarter (4.25) feet in height, in accordance with Table 40.350.030-12. The effect of grades on the sight distances shall be governed by

the criteria stated in the American Association of State Highway and Transportation Officials' (AASHTO) reference A Policy on Geometric Design of Rural Highways (1990).

Table 40.350.030-12. Passing Sight Distance	
Design Speed (mph)	Minimum Passing Distance (feet)
30	1,100
35	1,300
40	1,500
45	1,650
50	1,800

- h. Signing.
 - (1) General Requirement. The developer shall reimburse the county for the installation of all necessary street name signs, warning signs and regulatory signs. The cost of all signs, barricades, and pavement markings will be determined on a time and materials basis.
 - (2) Private Road Signs. Private road signs with street designations shall be provided by the developer at the intersection of private roads with private and public roads. Such signs shall meet the specifications shown on the typical drawing and, in the case of intersections with public roads, shall either be located within the public right-of-way or within a separate maintenance easement. Road signs shall be included in the private road maintenance agreement.
- 4. Transportation construction specification.
 - a. General. No construction shall begin until plans have been approved by the county, except that rough grading operations may proceed before the plans are approved under the following conditions:
 - (1) The grading plan is submitted separately along with an application for a grading permit, if required;
 - (2) The grading plan is in conformance with the approved preliminary plat or other development approval;
 - (3) The grading plan will not be in conflict with the street and drainage plans; and
 - (4) Any required grading permit is issued. No utility installation is allowed under grading permits. The responsible official shall be notified not less than forty-eight (48) hours prior to the start of any phase of construction.
 - b. Subgrade. The subgrade must be inspected and approved by the responsible official prior to application of the crushed surfacing material.
 - c. Crushed Surfacing Materials. The standard specifications shall apply to all materials and workmanship. Compaction of subgrade and surfacing materials shall be in accordance with the WSDOT Standard Specifications. The subgrade and crushed surfacing materials shall be compacted to ninety-five percent (95%) of the maximum density for the material. The base course shall be approved prior to application of top course, and top course shall be approved prior to placement of pavement. Approval shall be by the responsible official.
 - d. Paving. The standard specifications shall apply to all materials and workmanship. The department shall be notified not less than forty-eight (48) hours in advance of the application of any type of paving and, in accordance with the standard specifications, the responsible official may stop or delay paving operations when the weather or other conditions indicate that suitable results may not be obtained.
 - e. Trench Backfill.
 - (1) Trench Backfill for Construction. All trench backfill within the county right-of-way and the road improvement area shall be imported gravel backfill meeting the material specification of the WSDOT Standard Specifications Section 9-03.19. Native soils may be utilized upon the responsible official's approval if testing shows the material is classified as A-1 or A-3 by AASHTO. Trench backfill shall be compacted within the roadway prism to ninety-five percent (95%) of maximum density as determined by AASHTO T-99. Areas within the right-of-way and outside the roadway prism may be compacted to ninety (90) percent of AASHTO T-99.

The trench backfill shall be placed in conformance with the Standard Specification Section 7-08.3(3).

- (2) Trench Backfill for Utility. Application of this specification is required on principal and minor arterials, urban collectors, rural major and minor collectors, and any roadway that has been reconstructed or overlaid within two (2) years.

Utility trenches in existing roadways and which run transverse to the direction of vehicle travel shall be constructed in accordance with the requirements of the Utility Cut Permit, issued from Clark County's operations division. In addition to the requirements listed in subsection 40.350.030(C)(4)(e)(1) of this section, transverse utility cuts will be required to have the top three (3) feet of trench backfill constructed with controlled density fill meeting the requirements of the Standard Specification section 2-09.3.(1)E. Refer to the Standard Details Manual for examples.

- f. Temporary and Permanent Barricades. Temporary and permanent barricades shall conform to the standards described in Section 6C-8 of the Manual on Uniform Traffic Control Devices (MUTCD). For street extensions, including subtitle connection with adjacent areas, right-of-way for street extension, provision for future extension, and use of temporary turnaround, see Section 40.350.030(B)(9).
 - (1) Type I or Type II barricades may be used when traffic is maintained through the area being constructed/reconstructed.
 - (2) Type III barricades may be used when roadways and/or proposed future roadways are closed to traffic. Type III barricades may extend completely across roadway (as a fence) or from curb to curb. Where provision must be made for access of equipment and authorized vehicles, the Type III barricades may be provided with movable sections that can be closed when work is not in progress, or with indirect openings that will discourage public entry. When job site access is provided through the Type I barricades, the developer/contractor shall assure proper closure at the end of each working day.
 - (3) In the general case, Type III permanent barricades shall be installed to close arterials or other through streets hazardous to traffic. They shall also be used to close off lanes where tapers are not sufficiently delineated.
 - (4) Type III barricades shall be used at the end of a local access street terminating abruptly without cul-de-sac bulb or on temporarily stubbed off streets. Each such barricade shall be used together with an end-of-road marker.
 - (5) Barricades on dead-end streets which may be extended in the future will have a sign placed upon them, as approved by the responsible official, which gives notice that the road will be extended in the future, and will give a telephone number for interested persons to call to receive more information.
- g. Private Road Maintenance Agreement. The county will not maintain roadways, signs or drainage improvements on private roads. All private roads shall be maintained by the owners of the property served by them and kept in good repair at all times. A private maintenance covenant recorded with the County Auditor will be required for any private road serving more than three (3) lots. The covenant will set out the terms and conditions of responsibility for maintenance, maintenance methods, standards, distribution of expenses, remedies for noncompliance with the terms of the agreement, right of use easements, and other considerations. The covenant shall be submitted to the responsible official for approval prior to recording. The covenants, which may be in the form set forth in the Standard Details Manual, shall include the following terms:
 - (1) The covenant shall establish minimum annual assessments in an amount adequate to defray costs of ordinary maintenance and procedures for approval of additional needed assessments.
 - (2) The covenant shall include a periodic maintenance schedule.
 - (3) The covenants for maintenance shall be enforceable by any property owner served by the road.
 - (4) The means shall be established for assessing maintenance and repair costs equitably to property owners served by the private road.
 - (5) The covenants shall run with the land.
 - (6) "Maintenance" shall include, but not be limited to, road surfacing, shoulders, gates, signs, storm drainage facilities and vegetation control.

- (7) Private Road Inspection. Private roads will be subject to the same inspection schedule as public roads.
- (8) Developer Maintenance Obligation. The developer of a residential plat or short plat shall be responsible to insure the maintenance of the private road for a period of two (2) years from the date of recording of the plat or short plat. Thereafter, the developer's maintenance responsibility will depend upon the number of lots under the developer's continuing ownership, as stated in the recorded maintenance agreement.
- h. Construction of Sidewalks.
 - (1) Construction Standards. Materials and construction of sidewalks and accessways shall conform to the standard plans for the type of adjacent road. Sidewalks shall be surfaced with Portland cement concrete. Accessways may be surfaced with Portland cement concrete or two (2) inches of asphaltic concrete pavement on four (4) inches of compacted crushed surfacing.
 - (2) Construction Timing. Unless earlier installation is required by the responsible official, required sidewalks and accessways shall be installed in conjunction with either the construction of an adjacent road or the construction of a building structure. That portion of any required sidewalks or accessways adjacent to any lot shall be constructed prior to issuance of a certificate of occupancy for a building constructed on such lot.
 - (3) Construction Bond. If the responsible official determines that construction is not feasible when a building is ready for occupancy, a construction bond or other security acceptable to the responsible official shall be posted guaranteeing the construction of required sidewalks and accessways. The amount of such construction bond, or other security, shall be set by the responsible official based upon the estimated cost of installation at the time when the sidewalk or accessway is to be constructed.
 - (4) Procedure. Except as modified herein, the reviews, approval, inspection and acceptance procedures established elsewhere in this section shall similarly apply to sidewalks and accessways. Note: For sidewalks requirements, see Section 40.350.010(B). For sidewalks detailed specifications, see the Standard Details Manual.
- i. Construction Guarantee. In lieu of the completion of any required public improvements prior to approval of a final plat, short plat or the issuance of building permits, the responsible official may accept a bond, in amount and with satisfactory surety and conditions, or other secure method as the responsible official may require, providing for and securing to Clark County the actual construction and installation of such improvements within a period specified by the responsible official and specified in the bond or other agreement, and to be enforced by the Community Development director by appropriate legal and equitable remedies. The amount of bond or escrow shall be one hundred percent (100%) of the estimated cost as determined by the responsible official for the county to construct the improvement.
- j. Issuance of Building Permits. Building permits and certificates of occupancy may be issued once the public improvements are substantially completed. In order for a model home/temporary sales office to be constructed, a building permit for one dwelling unit may be issued prior to substantial completion of the public improvements.
Building permits, other than for Group R-Division 3, may be issued prior to substantial completion if the responsible official finds that the issuance and subsequent building construction does not interfere with emergency accessibility or the completion of public improvements. In this case, certificates of occupancy will not be issued until the public improvements are substantially completed.
- k. Record Drawing. The applicant shall submit a reproducible set of plans for all public improvements showing all construction changes, such as location of culverts, alignment and grade changes, added and deleted items, location of utilities, water valves, sewer connections, etc. The record drawings shall be prepared and stamped by a licensed engineer or surveyor, and submitted prior to acceptance of any improvements for provisional maintenance by the county.
- l. Acceptance by County. Roads, drainage, landscaping, irrigation, and any other required right-of-way construction may be accepted for provisional maintenance by the county upon receipt of a workmanship and materials bond (or other secure method) in the amount of ten percent (10%) of the construction cost and the recommendation of the responsible official. Final acceptance will not be made for two (2) years from the date of provisional acceptance and the developer must repair any

- failure within the two- (2) year period. The applicant may request inspection of the constructed facilities for release of the said workmanship and materials bond (or other secure method) at the end of the two- (2) year provisional maintenance period.
- m. Construction Revisions and Modifications to Construction Specifications. Revisions made during construction drawing review or during actual construction which do not conflict with conditions of development approval or the road standards may be authorized by the responsible official. Written consent between the responsible official and the developer is required. The developer will be responsible for informing the construction contractor of all approved changes. In unique circumstances the responsible official will consider requests for variation from the above listed construction specifications. It shall be the developer's responsibility to furnish supporting documentation as required by the responsible official to substantiate the requested variation.